VOL. CCXII, No. 2763

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THE SPHERE, JANUARY 24, 1953
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The SPHERE

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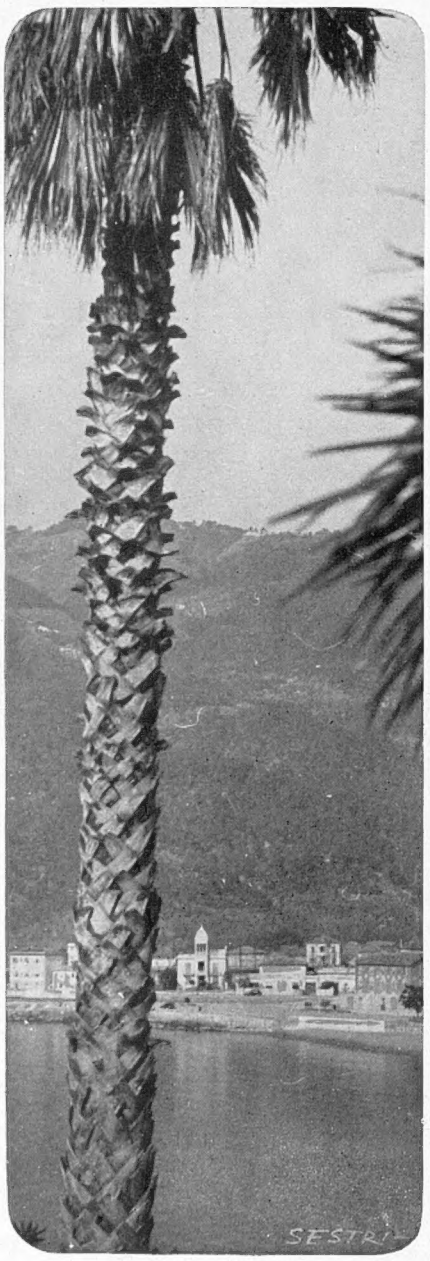

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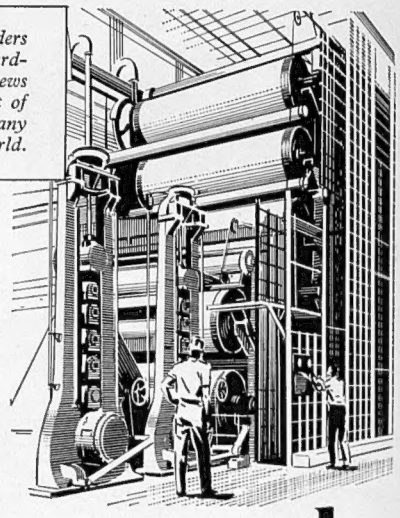

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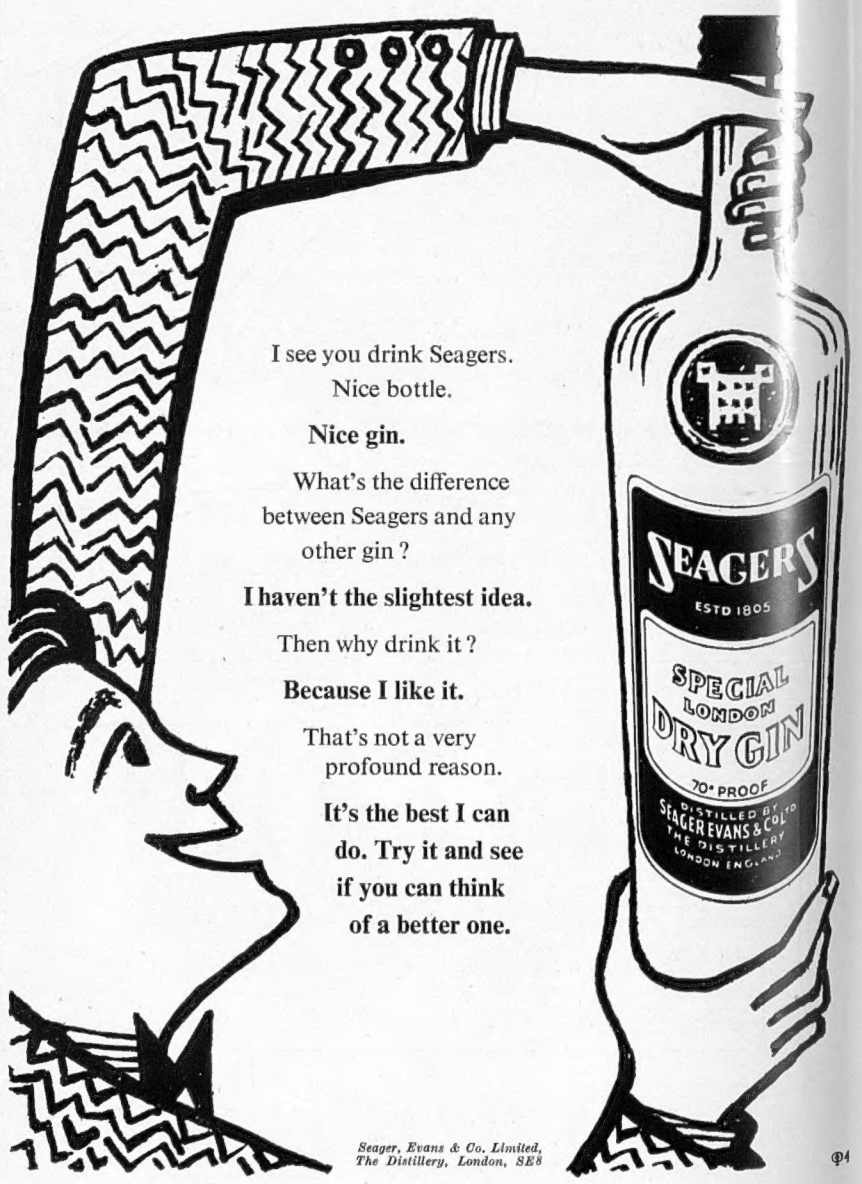

I see you drink Seagers.
Nice bottle.

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What's the difference between Seagers and any other gin ?

I haven't the slightest idea.

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It's the best I can do. Try it and see if you can think of a better one.

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Φ4

Volume CCXII No. 2763 The SPHERE, London, January 24, 1953

The SPHERE

with which is incorporated THE GRAPHIC

THE PRESIDENT AND THE HERETICAL HOMBURG—GENERAL DWIGHT EISENHOWER, WHO WAS INAUGURATED IN WASHINGTON ON JANUARY 20 AS THIRTY-FOURTH PRESIDENT OF THE UNITED STATES OF AMERICA: He is wearing the homburg hat which he insisted he would wear for his inauguration, despite the tradition that the President-elect always rides to Capitol Hill wearing a silk hat. This is only the fourth time in the twentieth century that the Presidency has changed parties, and now, after twenty years of Democratic rule, a new era is ushered in in Washington.

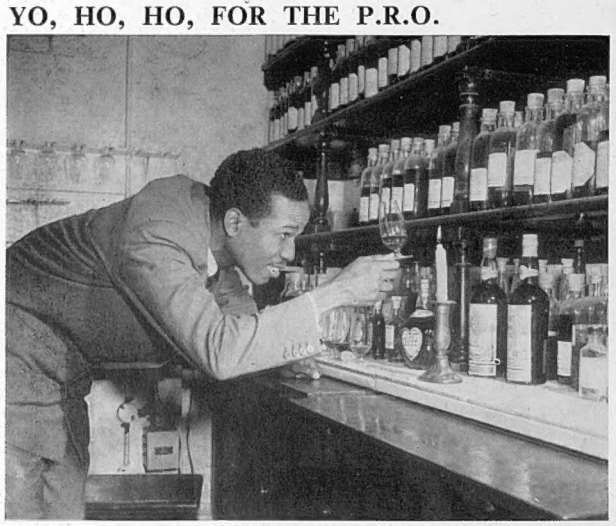
On January 18, General and Mrs. Eisenhower said good-bye to the General's New York staff, and so ended the interlude between the Presidential Election and inauguration, an interlude taken up with the arduous task of administration-making and with preparing to take over where the Democrats left off. Last Tuesday, while Washington Republicans gave themselves up to celebration, President Truman, with the President-elect beside him, drove from the White House to the Capitol, and there the new President took the oath of office from the Chief Justice of the Supreme Court. As Mr. Truman's term of office ended, the Secret Service men who had guarded him for eight years were called off and he once again became a private individual. President Eisenhower agreed to place at Mr. Truman's disposal a special train to take him on the evening of Inauguration Day from Washington to his hometown at Independence, Missouri.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

A NEW GOVERNOR, AND HIS FAMILY

THE GEORGE FAMILY AT THEIR CHELSEA HOME : Sir Robert Allingham George, Governor-designate of South Australia, Lady George, their daughter and three sons posed for this family group before Sir Robert left for Australia to take up his new appointment in succession to Sir Willoughby Norrie, who has been appointed Governor-General of New Zealand. Seated in the picture are, left to right—Flying Officer Anthony George, Miss Ista George, Sir Robert George and Lady George. Behind, standing, are Flight-Lieutenant Bruce George and Mr. Torquil George. Sir Robert, who is fifty-five, was formerly for some years Air Attaché at the British Embassy in Paris.

YO, HO, HO, FOR THE P.R.O.



MACDONALD BAILEY, CHAMPION SPRINTER OF THE WEST INDIES, STARTS HIS NEW DUTIES : He is holding a glass of rum before a lighted candle to test for colour and clarity, in the London Sampling Room of United Rum Merchants Limited, who have made him their first Public Relations Officer. United Rum Merchants are the owners of important sugar estates in Jamaica and British Guiana.

THACKERAY'S HOUSE AS AN EMBASSY

NO. 2, PALACE GREEN, KENSINGTON, WHICH IS TO BE THE ISRAELI EMBASSY IN LONDON : No. 2 was built by William Makepeace Thackeray, but since the great novelist's day it has been enlarged considerably. Altogether Thackeray had three homes in Kensington. He lived first in Young Street from 1847 to 1853, and while residing there he wrote *Vanity Fair* and *Pendennis*, also part of *The Newcomes*. At 36, Onslow Square he wrote *The Virginians*, and No. 2, Palace Green was the scene of his death.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire are* £5 16*s.* 6*d.* ; 6 *months and Christmas Number,* £3 ; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.* ; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

This year—Coronation Year—all postal subscribers will receive the two Coronation Double Numbers at no extra cost.

A London Newslette

195-198, STRAND, W.C.2.

Another Pogrom ?—Pity the Jews. They certainly needed a home of their own and I could wish it were larger, for it looks as though the millions of them now in Russia and behind the Iron Curtain are in for another thin time. Stalin has suddenly discovered that nine of the leading medical specialists in Russia—most of them Jews—have been engaged for some years in a deliberate conspiracy of murder, acting as paid agents of American and British Intelligence organisations. The object of the "plot" was to put out of the way, by false diagnoses and nasty poisons, leading men in politics and the fighting services, and the "plot" has been only too successful. They have already wiped out two or three key men in the Politburo and a marshal or two. Needless to say, the nine malefactors will all frankly and humbly confess their guilt and obligingly fill in chapter and verse of the methods they employed to secure their capitalistic and anti-social ends . . . before they disappear. But it does not look as if nine victims will satisfy the zeal or assuage the anxiety of the ruler of Russia. The latest discovery of treachery within will require a monster purge which will not be confined to the nine named traitors ; but will conveniently provide excuse for one more purge of the administration and especially of the Security Service. Eternal vigilance is the price to be paid for the ideal of Communist dictatorship and the blood bath is the only cure for *laissez-faire*. For the "discovery of the plot" was of the most sudden. Only a few months ago the chief murderer, Professor Vinogradov, was awarded the Order of Lenin and acknowledged as the blue-eyed boy of Soviet medical science, the highest in the world. It has proved only too effective.

May We Hope ? — The first weeks of January seldom prolong the seasonable optimism of New Year's Day. Too often the weather acts as a damper—and it is doing so in 1953. Accordingly, it sometimes happens that January is a depressing month, even if the 'flu season is still to come. Nevertheless, writing in January, I advance a tentative and faint note of hope. Is it possible that at home and abroad the day may be drawing nearer when human beings may begin to scratch their heads and shake them and turn over in their minds whether many of their obstinately held nationalistic, party and selfish aims are worth all the trouble and misery and expense which they have for so long created all the world over, and not least to themselves ? It may seem unlikely that to-day there should be a world reaction towards co-operation, self-discipline, humility, tolerance and self-sacrifice, towards obedience to Law and Order, and the relinquishing of personal or national ambitions in accordance with religious teaching or ethical standards. Many of these old-fashioned virtues have long been regarded as antiquated. The reaction, if it came, would be a matter of simple and realistic accountancy, a shrewd calculation of balance-sheets. Do they show a profit ? Would co-operative farming pay the individual better than ploughing a lonely furrow and refusing to share tools with his neighbour ? It is not only among the Communist dictators that we find this obstinacy. We have examples nearer home. And of late, here and there, I like to think that faint signs may be observed that the profit and loss accounts of post-war intransigence *are* being seriously studied. Perhaps Tito has had a hunch that a little compromise in religious matters might after all be good for trade. Perhaps Mossadeq has asked himself whether his own pillow and his country's lot would be less hard if he rummaged among these forgotten virtues and tried the effect of using one or two of them. Who knows that the idea may not be infiltrating into Egypt, Malaya, Mau Mau, North Korea, even China ? If it be so, the "painful inch" gained is imperceptible. After all, nasty, spoilt children quarrelling in a nursery on a wet afternoon are a fairly exact microcosm of the world to-day.

Break-out from Bedlam ?—We all have childhood memories of such occasions and of the destruction they brought upon our own favourite toys, and of the loss of security and contentment ; and we remember how much unhappiness they brought and how we came to realise that the wise parent or kindly Nanny, who at last put an end to the go-as-you please and dragged us back to civilised behaviour, was in the right of it. It was our first realisation that the ethics of our religion were indeed "good busine and not merely a spiritual code but a very shrewd g to the wise conduct of life and affairs ; that in this w and the next it pays to be honest ; more extraordin still, it pays to be a little unselfish and co-opera I admit it is difficult to note such hopeful sign reaction to sanity and self-discipline in the d sensational Press, which appears to concentrate enti on two extremes, and those very contradictory, t the paper not devoted to Coronation items is dev to the doings of the cosh-boys, half to the glorifica of "fashionable" weddings and junketings and course, football. But hidden away in little half- paragraphs concerning the doings of ordinary men women, it is sometimes possible to grasp at a st of hope that a little sanity is creeping back to distraught human race in its self-built Bedlam. such was Mr. O'Brien's now "notorious" messag goodwill to Mr. Churchill, of which see next paragr

The Age of Little Men.—The Nati Union of Mineworkers (Scottish Area Executive) week approved a resolution calling for the resigna of Mr. O'Brien, Chairman of the T.U.C., becaus sent a message of goodwill to Mr. Churchill on departure for the U.S. for vital talks on foreign po and matters affecting our trade survival. That mes struck me as a rare and encouraging sign that national virtues are not altogether beyond recov and that sparks of decency, breadth of mind charity and courtesy might still be fanned to fl again. It was *breve gaudium*. To the glory of Scotl of Edinburgh and of the Scottish miners, the head Mr. O'Brien is called for on a charger. He had c mitted the deadly sin of thinking of country be party. I wonder if any of the Scottish Execut disagreed or abstained from that deplorable resol tion. I wonder if it represents a union 100 per c pledged to oppose any Government not Socialist, deny Democracy (whose banner it claims to fight und to the extent of refusing to accept the majority vers of the electors in a General Election and to prepar sulk or resist if it does not get the Government it wa Or perhaps it is a still smaller matter which fest in these small minds. A sense of distaste that a leader in the Labour Movement should resort to outworn conventions of courtesy and goodwill in circumstances. I should like to think that on t Executive that day there was heard one voice challenge the resolution.

THE ART OF LUTHER MILWARD, A CANTERBURY SMI

THE VILLAGE BLACKSMITH OF BISHOPSBOURNE, NEAR CANTERBURY, WHO M MAKES WROUGHT-IRON GATES FOR SALE IN AMERICA : Mr. Luther Milw is seen standing outside his 300-year-old forge and holding specimen his work. Above him is his sign, one of his own products. Mr. Milw decided to change his craft to the making of decorative iron g when the trade in horse-shoes began to fall off. The blacksmi shop is quite a focal-point for visitors in this part of K

"A Lot to Be Said for the Lords." In a very courteous and appreciative letter to Editor, a constant reader in Neufchatel deplored suggestion I had made in a recent "Newsletter that some reform of the House of Lords might

desirable, even if it affected its hereditary basis. Such suggestions are not in England regarded either as bombshells or as iconoclastic, but as commonplaces, right or wrong. To this constant reader in Neufchatel, however, my commonplace brought astonishment and pain. He wrote: "*C'est l'aristocratie célèbre de votre pays et ses institutions remontant à lé poque de la feodalité qui sont à la base du prestige et de la gloire de la Grande-Bretagne sur le continent et dans le monde entier.*" "There 's a lot to be said for the Lords . . ." I admit, but this foreign view by a professional man of high standing strikes me as right enough as a theory up to the dawn of the twentieth century, but hardly applicable to 1953. He goes on: "*Il serait désastreux que l'Angleterre s'abaissât au rang de démocratie telles que la France, l'Allemagne ou l'Italie, pays dont le régime politique a atteint un degré d'insignificance et même de malfaisance qui est la cause principale de la décadence de l'Europe.*" Well, there is a view of our "old nobility" which I had no conception that anyone could hold to-day in Europe; *a fortiori*, in this country. Regarded as a sea-wall to hold back the tide of democracy and to "*encadrer et soutenir la monarchie*," it has failed to achieve its function. The tide of democracy has seeped through where it would and democracy and the Monarchy manage to live together very happily without the interposition of a buffer state. No Englishman underrates the importance of the Monarchy. The aristocracy is another matter. The "aristocracy" numbers its due proportion of men of nobility, splendid public service and high qualities of many kinds. But no more than its due proportion. The same proportion of fine qualities are found in the commonalty, the higher professions, business, the factories, mines and the farming community. To say that the hereditary peerage to-day is a force in our politics or social life which is a basis for our greatness is to go back to Methuselah, or to Lord John Manners' famous couplet:

"Let Laws and Learning, wealth and commerce die,
But leave us still our old Nobility."

And the Lords Say a Lot.—Just now the Lords, wrangling over their places at the Coronation, are saying a lot for themselves, and some of their remarks may give a hint to my Neufchatel correspondent that his welcome, flattering and charming tribute is yet a little outmoded in Britain. Let us at least ask for the prayers of the Churches for the following categories of our noble Lords who are in labour with grievances. (1.) the group of peers who nurse a bitter grievance because their fathers died and so ruined their political prospects. (Such as Lord Hailsham and, long ago, a former Lord Selborne.) (2.) The group of peers who are so poor that they have to work and so can't find time to attend the House of Lords and thus perhaps qualify to avoid a Coronation ballot. (3.) The group who have quite obviously been kicked out by their Labour Premier by being "kicked upstairs." (4.) The group who, having been "kicked upstairs" and perhaps grown too proud of their new honours, find that their old friends in their street suspect them of "side" and have become alienated. (5.) The group who, once certain of recruiting their fortunes with City directorships, find that the shareholders no longer have confidence in titles *per se*. (6.) The backwoodsmen, a large proportion of the whole, who have never even taken the oath of loyalty and are now pressed by their wives to do something about it lest the Earl Marshal penalise them at the Coronation. But don't let me suggest that the uses of a peerage have all disappeared. Many people in England still love a lord and love to be a lord.

Sir Edward Marsh.—Eddie Marsh, who died last week at a ripe old age, was in a sense a straggler from the Edwardian, or pre-wars age, when culture and the art of conversation, a taste for good wine and good talk, "knowing the right people," spotting the rising stars and appreciating merit in the arts were the bases of the "good life" in a more leisurely and civilised era. His frail frame, his eyeglass and rather finnicky voice, with its prim, staccato monosyllables, outwardly suggested the pocket Mæcenas, the *petit-maître*, and his literary output (which revealed great scholarship and discernment) carried on the illusion. But in truth he was a man of strong individuality, and of robust character. He was a discerning patron of the arts, the friend and encourager of young poets and painters; he enjoyed the good things of life and did good by stealth. In his environment and way of life one might compare him with Samuel Rogers, the banker-poet. But Marsh was a much happier man, without a trace of bitterness or jealousy in him. No doubt, he could have risen by his considerable ability to the top of the tree in the Civil Service, but his choice was deliberate. He knew what he wanted, carved out his niche and furnished it very comfortably and gracefully; and (I have no doubt at all), if contentment and constant interest—personal happiness—are evidence of success, Marsh was a very successful man.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE CHANGING FACE OF LONDON

By Professor A. E. Richardson

WITH SPECIAL PHOTOGRAPHS BY KERSTING

THE DALKEITHS START THEIR HONEYMOON ON THE RIVIERA

SIGNING THE REGISTER AT THEIR HOTEL IN NICE: The Earl and Countess of Dalkeith, whose wedding brought great crowds to St. Giles', Edinburgh, seen on arrival on the Riviera. They had planned to fly from Edinburgh to London and, after a night at Claridge's, fly on to Nice, but fog disrupted their plans and they had to go to London by train. From Nice they went on to Bastia, Corsica, and thereafter they planned to go on to Italy for a short stay. After their honeymoon the Earl and Countess will settle in Scotland.

FIELD-MARSHAL LORD MONTGOMERY, FREEMAN OF DURHAM

THE FIELD-MARSHAL INSPECTS CADETS OF THE DURHAM LIGHT INFANTRY OUTSIDE DURHAM CATHEDRAL: This was one of many duties Field-Marshal Lord Montgomery performed during his visit to the city when he was admitted an Honorary Freeman. The Mayor of Durham, who is also seen in this picture with the Field-Marshal and with Major-General Murray, G.O.C. Northumbrian District of Northern Command, presented the new Freeman with a casket made from oak from the roof of Durham Cathedral. After the freedom ceremony the Field-Marshal addressed large crowds from the balcony of the Town Hall. He also met veterans of the 50th (Northumbrian) Division.

A Page of Personalities

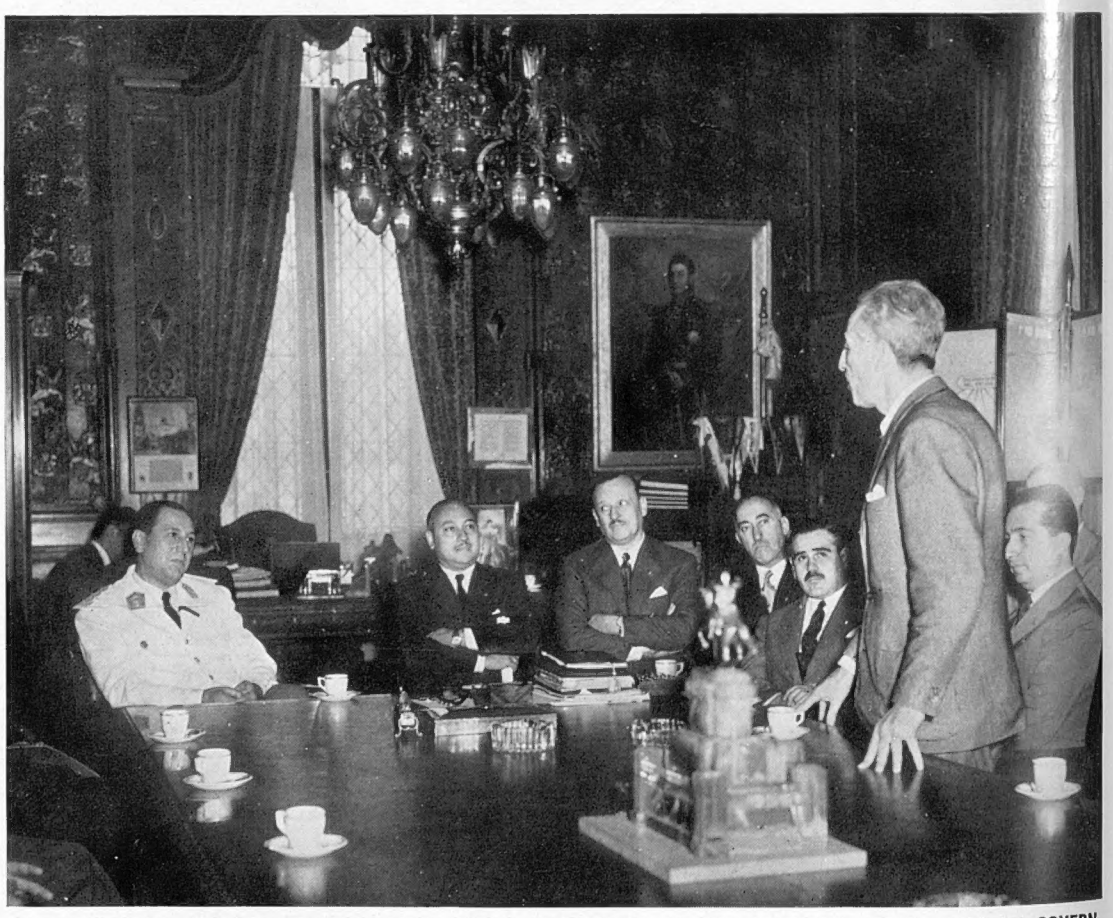
SCHACHT THE BANKER, AND TITO THE PRESIDENT

Perle Mesta Willing to Work On; Peron and the Italian Motoring Aces

SCHACHT AND CO.—HITLER'S FORMER FINANCIAL ADVISER SEEN WITH COLLEAGUES OUTSIDE THE NEW BANKING HOUSE WHICH THEY HAVE ESTABLISHED IN DUSSELDORF: Schacht, who is standing second from left, at first sought to establish himself as a banker in Hamburg, but the Hanseatic city did not welcome him, so he moved south-westwards to the Rhineland. The financial wizard, who escaped heavy Allied penalties, is said to have collected between 40,000,000 and 50,000,000 marks for his new venture. His contacts for establishing the new banking business were largely built up during a recent tour in the Near and Middle East, in the course of which he met many important business men. Dr. Schacht's recent appearances in the Hamburg courts, in which he both won and lost, were accompanied by a very clear indication from the people of Hamburg that they did not want him.

"WILLING TO STAY IN HER PRESENT JOB": Mrs. Perle Mesta, famous American hostess who was made United States Minister to the Grand Duchy of Luxembourg by President Truman in 1949, addresses a women's club in Frankfurt. Mrs. Mesta told newspaper reporters who interviewed her in Frankfurt that she was "a profound democrat," but that she was perfectly willing to stay in her present job under the new administration.

THE FIRST PRESIDENT OF YUGOSLAVIA—MARSHAL TITO STANDING BEFORE THE MICROPHONES WHEN HE APPEARED OUTSIDE THE YUGOSLAV NATIONAL ASSEMBLY IN BELGRADE, AFTER BEING ELECTED PRESIDENT OF THE FEDERAL PEOPLE'S REPUBLIC: In the Federal Council (the First House) Tito was elected unanimously, but a single dissenting vote was cast in the Second House, the Council of Nationalities. The voting was secret. This election of Marshal Tito is the first step in the process of constitutional reform in Yugoslavia. The reform, it is claimed, is based on a return to Marxist principles, and the object is to build a political democracy on Socialist economic foundations. The new laws in Yugoslavia seek to introduce the maximum of local self-government and economic self-management compatible with a thoroughgoing Socialist planned economy. An innovation under the new constitution is the Producers' Council, the second House in the Assembly. This is to comprise 211 Deputies, the representatives of "working collectives" and nationalised economic enterprises. They are elected by industrial workers, craftsmen and farmworkers on the basis of one deputy for every 70,000 of the producing population and in proportion to each group's contribution to the country's production. All producers may vote, including private peasants and artisans, provided they are members of some form of co-operative.



PRESIDENT PERON RECEIVES ITALIAN MOTOR-RACING COMPETITORS IN THE ARGENTINE GRAND PRIX AT GOVERNMENT HOUSE, BUENOS AIRES: Standing on the right is an Italian journalist, Canestrini, who accompanied the Italians, and who addressed the President on behalf of the team. At the extreme right, behind Canestrini, sits Alberto Ascari, who was later to win the race. President Peron is on the left, wearing a white uniform and next to him (dark suit) is Rodolfo Valenzuela, who has the title of Sport Director in the Argentine. The great race, which was to follow President Peron's reception of the foreign entrants, was won by Ascari, driving a Ferrari. President Peron and a crowd of some 120,000 saw the event, which was marred by a fatal accident. Ascari's team-mate, Giuseppe Farina, crashed into the crowd at high speed, killing seven spectators and seriously injuring thirty-three more. Farina himself escaped with minor leg injuries. Giuseppe Villoresi, of Italy, was second and Jose Gonzalez, of the Argentine, third.

ONE OF THE NEWLY-DISCOVERED UNDERGROUND LAIRS OF THE MAU MAU IN A BANANA PLANTATION : A sergeant of the Kenya Regiment is standing in the entrance leading to the lair. The entrances to these lairs are cunningly constructed to appear like ant bear holes, of which there are millions all over Kenya. Detection of the lairs is therefore quite a problem and is dependent on the information supplied by Kikuyu resistance groups or captured Mau Mau supporters.

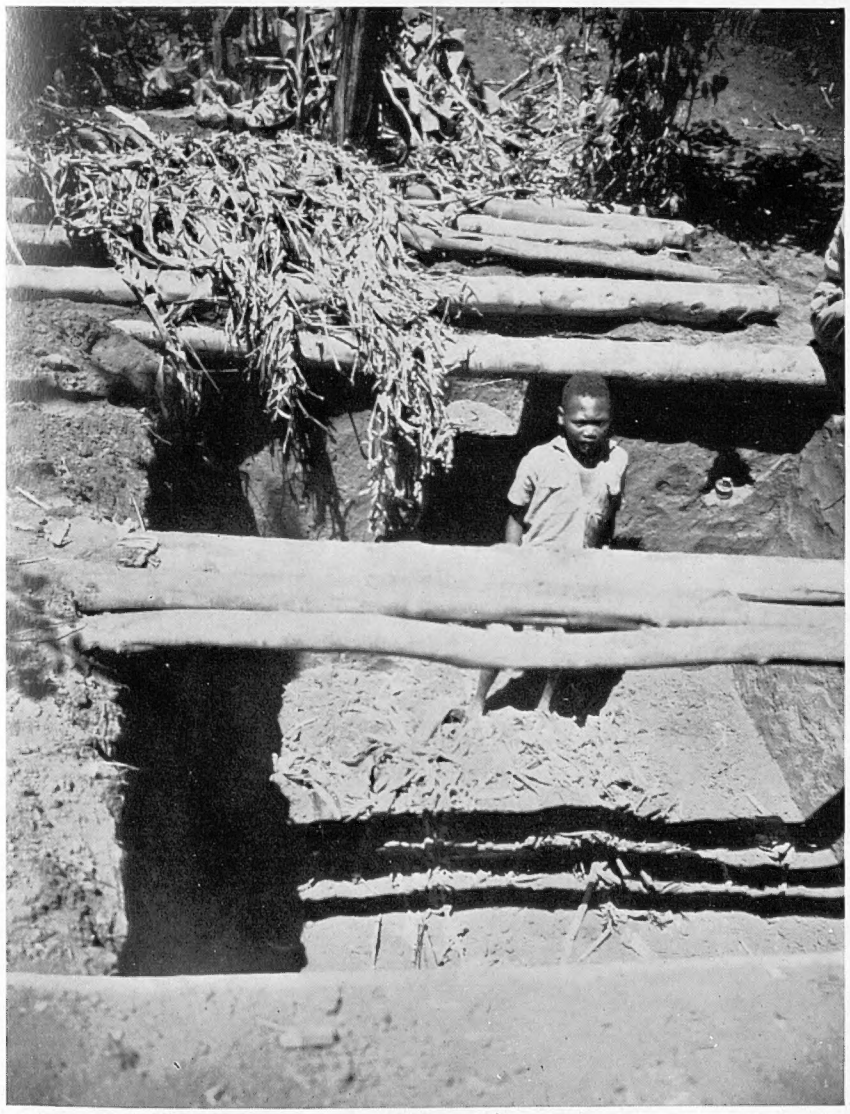
MAU MAU LAIRS

Newly-discovered Underground Haunts in the Nyeri District of Kenya

When the District Commissioner's guard at Ruringa, Kenya, recently heard shots ring out through the forest they rushed to the scene and beat off a determined Mau Mau raid. While pursuing the enemy through the forest they were led by a Kikuyu they had already arrested to one of the underground lairs which are apparently playing a big part in Mau Mau strategy in the Nyeri District.

These hide-outs are situated completely underground and are carefully camouflaged, earth and vegetation being placed across the main roofing of wattle poles.

Searching for such lairs will be one of the tasks of the Lancashire Fusiliers as they begin the second big operation of the Kenya campaign, which is to sweep through the Wanjohi Valley and clean up the whole area from the 13,000-ft. peak of Kipipiri to the line of the Aberdare Forest. This search for lairs must slow up the drive somewhat, as detection is no easy matter, but it must be done if dangerous pockets of resistance are not to be left behind.

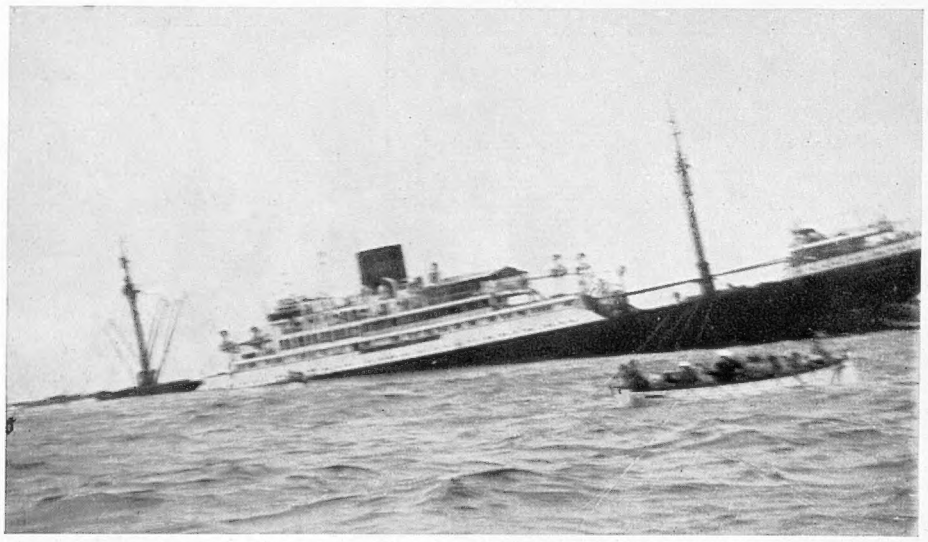


THIS CAMOUFLAGE HID THE ENTRANCE TO ONE OF THE UNDERGROUND LAIRS OF MAU MAU SUPPORTERS : These lairs have been found in the Aguthi Location of the Nyeri District. One of them was under construction at the time of the discovery.

INFORMATION VOLUNTEERED BY AN ARRESTED KIKUYU LED TO THE DISCOVERY OF THIS HIDE-OUT : *Left*—A view of the interior of one of the lairs revealed after grass, foliage, earth and most of the supporting wattle beams had been removed. The entrance is seen in the background. Each lair so far discovered is about 12 ft. by 8 ft. and the height of the roof is between 6 ft. and 8 ft. *Right*—A sergeant of the Kenya Regiment emerging from one of the lairs.

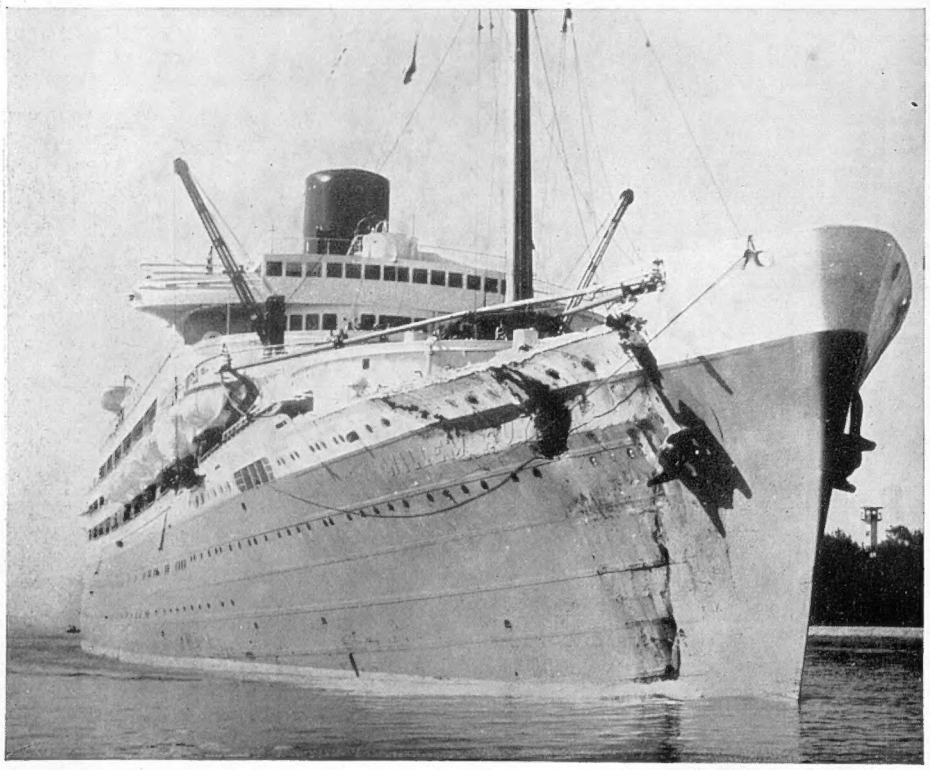
THE "KLIPFONTEIN" GOES DOWN

AND OTHER TRAGEDIES OF THE SEA ENACTED DURING RECENT DAYS



THE 10,555-TON DUTCH MOTOR-SHIP "KLIPFONTEIN" SETTLES BY THE BOWS IN THE MOZAMBIQUE CHANNEL, OFF THE COAST OF PORTUGUESE EAST AFRICA: Not a life was lost, but a few people were slightly injured, when the £2,000,000 ship, owned by the Holland Afrika Line, went down after hitting an underwater obstruction. The Union Castle liner *Bloemfontein Castle* rescued the passengers and crew and took them to Beira. The *Klipfontein's* cargo included electrolytic copper to the value of £250,000, an American-owned consignmeut being sent from Cape Town to Marseilles.

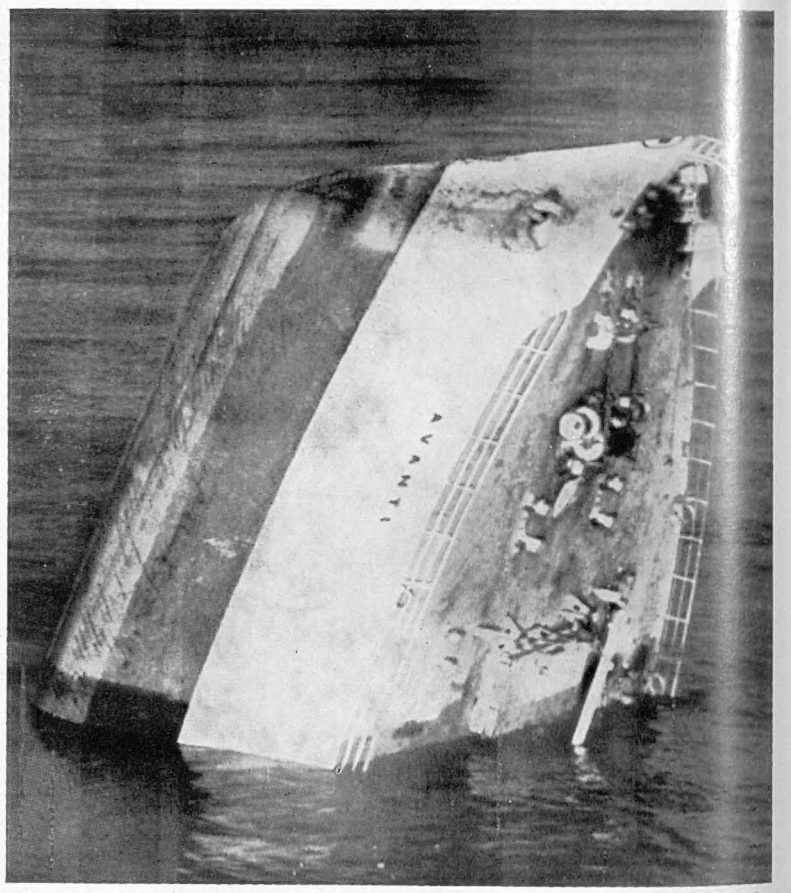
PASSENGERS AND MEMBERS OF THE CREW OF THE "KLIPFONTEIN" AWAITING RESCUE: When the order to abandon ship was given it was carried out without haste and in good order, the women and children going first to take their places in the boats. No one was allowed to take more than the clothes they were wearing. At Beira the Holland Afrika Line agents booked all available hotel room to accommodate the shipwrecked passengers and crew. Captain Ooterjuis, master of the *Klipfontein*, was concerned some days later in a forced landing when travelling from Beira in a de Havilland Dove aircraft. With other passengers he was brought down at the mouth of the Limpopo River and had to walk for four hours through lagoons and wild country.



On left—

THE DAMAGED DUTCH LINER "WILLEM RUYS," OF 21,000-TONS, SEEN AS SHE ARRIVED AT SUEZ AFTER COLLIDING WITH THE DUTCH VESSEL "ORANJE," OF 20,000-TONS, IN THE RED SEA: The *Willem Ruys* was holed near the water-line, and there are two holes near the anchor-slots. There were no casualties in the vessels, and both were able to continue their voyages, the *Oranje* to Indonesia and the *Willem Ruys* to Holland.

THE LAST MOMENTS OF THE ILL-FATED HOLLAND AFRIKA LINER "KLIPFONTEIN": The vessel about to disappear beneath the waves in the Mozambique Channel, after her passengers and crew had all taken to the lifeboats. There was a great hush in the lifeboats, declared one passenger afterwards, when the *Klipfontein's* stern rose 50 ft. into the air. Amid spray, steam and smoke and with her siren blowing eerily across the waters, she plunged into the depths and the sea closed about her. Fifteen minutes later the first of the *Klipfontein's* passengers were being taken aboard the *Bloemfontein Castle*. Later, as the roll was called in the lounge of the Union Castle liner, it was found that not a soul had been lost. Passengers in the *Bloemfontein Castle* rallied round magnificently. Cabins were given up, clothing provided and children nursed. When the shipwrecked 27 had answered the rolls and had been fed, a thanksgiving service was held.



THE LOSS OF THE SWEDISH TANKER "AVANTI" IN FAR-EASTERN WATERS: The 10,000-ton vessel, with her bows momentarily up-ended before she sank 240 miles north-east of Okinawa Island while bound from New Guinea for Iwakuni, in Southern Japan. Twenty-one persons were picked up from a lifeboat by the Japanese freighter *Kanazu Maru*, and later twelve were rescued from the drifting stern section. Altogether eight lost their lives.

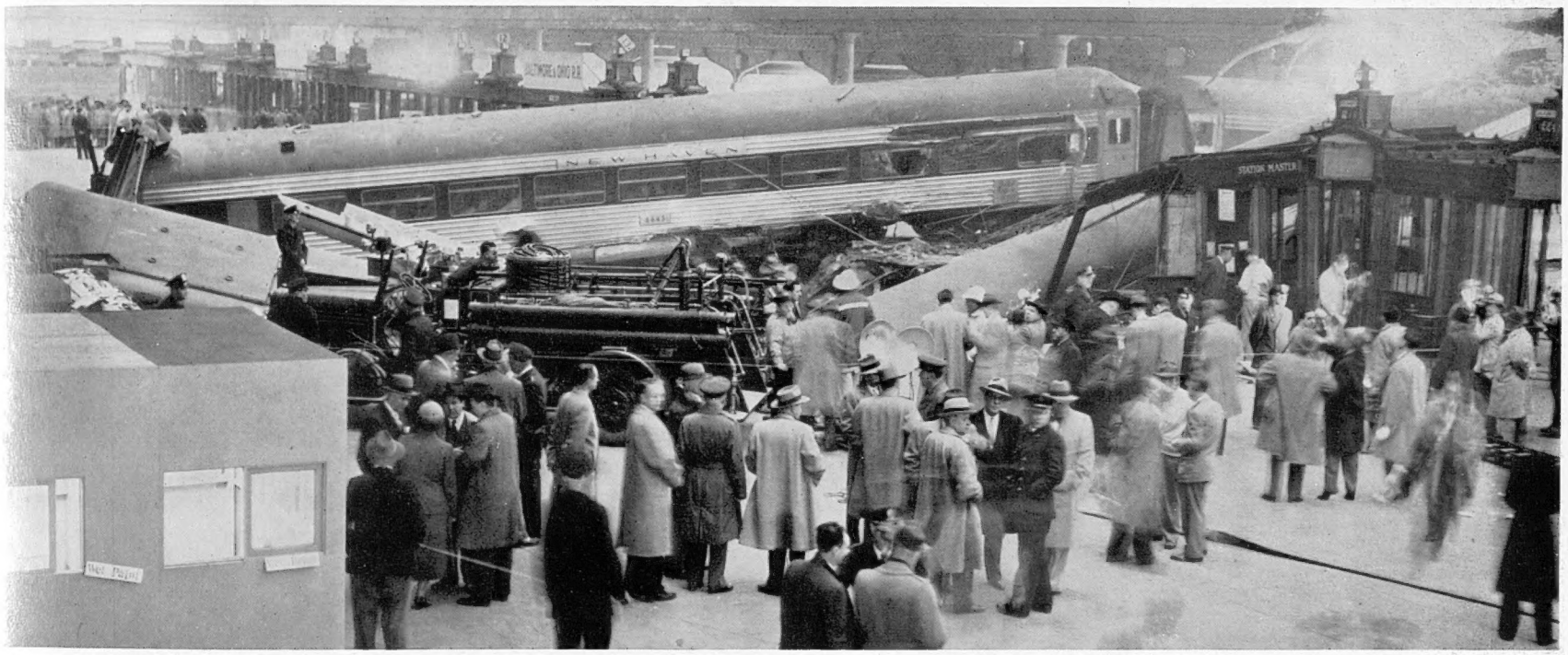
CLEARING AWAY THE WRECKAGE FOLLOWING ONE OF THE MOST EXTRAORDINARY ACCIDENTS IN THE HISTORY OF AMERICAN RAILROADS: In the centre of the picture is the locomotive of the Boston Express after it had crashed into the buffers at a speed of 50 m.p.h. in Washington's Union Station, the train demolishing part of the floor of the main booking hall. Nearly fifty people were hurt in this runaway crash—a few seriously—but nobody was killed.

A BOSTON EXPRESS RUNS RIOT IN WASHINGTON

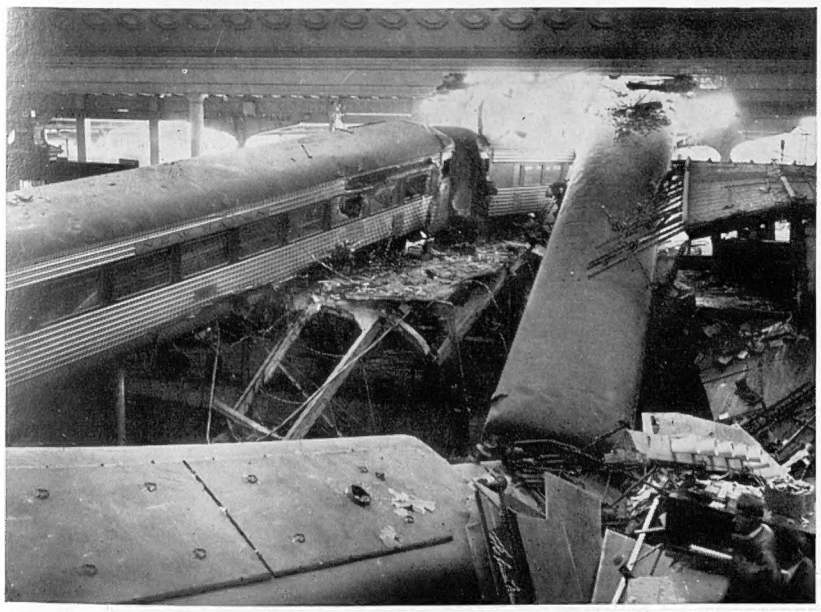
A 50 m.p.h. Railroad Crash in the Union Station, Which Produced No Fatalities

The Boston-Washington Express, hooting continuously to warn all that lay in its path, crashed at 50 m.p.h. into the buffers at the Union Station, Washington, and then fell right through the floor into the Central Booking Hall. The driver discovered the failure of his air brakes when he started to slow down several miles out of Washington, and there was thus time to warn all the passengers to be in the best position to take the shock and also to clear the first two coaches. The stationmaster also had early warning of what was likely to happen, and he cleared the staff from his office and all people from that part of the station where the express was coming in. The result was that there was no loss of life, even though the engine and the first two coaches of the express broke through the concrete floor of the station and dropped into the booking hall 15 ft. below. Crowds running away from the barrier as they saw the train coming ran into crowds running towards the barrier to see what was happening. The result was utter confusion for many minutes.

Apart from the stationmaster's office, a busy news-stand was completely wrecked. The coaches of the express, being all steel, were not telescoped. The most remarkable escape of all was that of the driver as he sat in the cab of his engine right up to the moment of impact with the buffers.



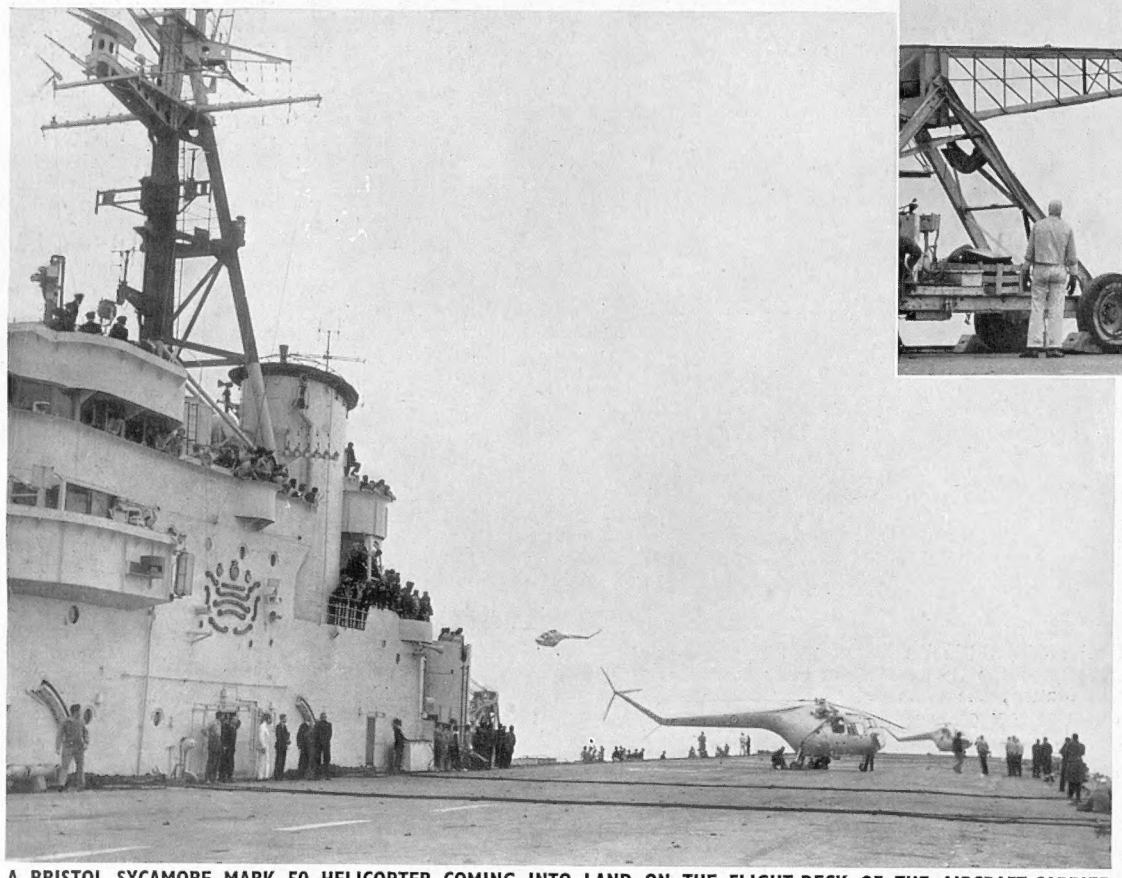
THE NEW HAVEN COACH OF THE BOSTON EXPRESS LYING ASTRIDE PART OF THE WRECKAGE OF THE STATIONMASTER'S OFFICE: The accident came at a most inopportune time, as the Union Station was preparing to deal with record crowds surging into Washington for the inauguration of President Eisenhower.



THE WRECKAGE IN THE UNION STATION AFTER THE RUNAWAY EXPRESS HAD CRASHED: When still several miles out of Washington the train crew discovered that the brakes were not working, and as a result conductors were able to rush through the train telling the passengers to lie on the floor. When the crash did come, clouds of steam obscured the station and utter confusion reigned on the platforms. Union Station lies on Massachusetts Avenue, not far from the Capitol.

THE BRISTOL SYCAMORE HELICOPTERS GO INTO SERVICE

WITH THE AUSTRALIAN NAVY; AND LEAVING FOR TESTS UNDER TROPICAL CONDITIONS IN MALAYA



A BRISTOL SYCAMORE MARK 50 HELICOPTER COMING INTO LAND ON THE FLIGHT-DECK OF THE AIRCRAFT-CARRIER "VENGEANCE": The helicopter was about to join two others which are now in service with the Royal Australian Navy. The helicopters were ordered by the Australian naval authorities for air-sea rescue and general communications duties after a Sycamore had successfully completed take-off and landing trials aboard the aircraft-carrier *Triumph*. Previously only American helicopters had been used for aircraft-carrier work. H.M.S. *Vengeance*, in which the helicopters and other aircraft are being shipped to Australia, has been transferred on loan to the Australian Naval Board for a period of four years.

AUSTRALIA'S THREE NEW HELICOPTERS ON TRIALS: They are seen as they passed the "island" of H.M.S. *Vengeance* during trials off the English coast. In command of the carrier is Captain H. M. Burrell, of Melbourne.

INSIDE THE CABIN OF THE BRISTOL SYCAMORE MARK 10 HELICOPTER: The medical orderly's swivel seat is situated beside the pilot's station. The helicopter is now on its way for extensive trials with the R.A.F. in Malaya.

LOADING A "CASUALTY" ON TO THE BRISTOL SYCAMORE MARK 10 HELICOPTER, WHICH IS TO UNDERGO TESTS UNDER TROPICAL CONDITIONS IN MALAYA: This picture, together with the one *inset on right*, showing the helicopter in flight, was taken at Filton prior to last Monday's departure for Malaya, where the helicopter is to undergo flight evaluation trials as a jungle ambulance aircraft.

Just before the Christmas holiday the Royal Navy's first helicopter squadron, provided by the United States under the Mutual Defence Assistance Programme, left for service in Malaya. Last Monday another helicopter left England for the same destination, only this time the machine was English. The Bristol Sycamore Mark 10 helicopter, which is to undergo trials as a jungle ambulance aircraft, will first do two to three weeks' tropical testing and will then be taken over for about ten weeks by the R.A.F. Far East Casualty Evacuation Flight. The Sycamore will be the first helicopter in Malaya capable of carrying stretcher casualties inside the cabin, others already in service carry casualties externally. Perspex blisters fitted on each side of the fuselage widen the cabin to take two stretchers behind the pilot. A swivel seat behind the pilot enables a medical orderly to attend to casualties in flight. Blisters and stretchers can be removed for the machine to undertake general duties, the lower stretcher forming three seats.

THE COMMUNIST POLICE IN EAST GERMANY REDUCE THE NUMBER OF CHECK-POINTS ON THE WEST-EAST BERLIN BORDER: East German People's Police are seen on guard duty behind the barbed-wire fence erected by the Communists at the Klein Machnow check-point, on the border of the American Sector of Berlin and the Soviet Zone of Germany. The building of more barricades and the closing of one-fourth of the remaining roads between West Berlin and the Soviet Zone has indicated that the Communists might be planning to extend their cordon along the frontier, thus making it practically impossible for a Berliner to pass into the Russian Zone. This extension of barricades follows on the operation carried out last Whitsun, when Russian soldiers established rifle and machine-gun posts along the city border.

JANUARY IN DIVIDED GERMANY

THE NEWS IN PICTURES FROM BOTH WEST AND EAST BERLIN AT THE HEIGHT OF WINTER

OVERCROWDING IN THE WEST BERLIN REFUGEE CAMPS: A general view in one of the overcrowded temporary refugee camps in Western Berlin, where Germans, fleeing from the Eastern Sector, take shelter while waiting for transport to West Germany. The refugees complain that life in the Soviet Zone is becoming more and more difficult and that the Eastern Sector police are treating them badly. More than 1,000 people have made the trek into the Western Sector since the start of the New Year. On arrival in West Berlin they are being housed in several camps consisting of accommodation in bombed-out houses and cellars. There they wait—sometimes for weeks—for transport to carry them further west.

EAST BERLINERS DEMONSTRATE AGAINST THE KILLING OF A SOVIET SECTOR'S "PEOPLE'S POLICEMAN": A crowd numbering some 50,000 rally in Gendarmen-markt Square following the shooting of Helmut Just. The demonstrators claimed that Just had been shot in East Berlin close to the French Sector border by "Western agents." They made their accusation a short while after some 500,000 West Berliners had attended the funeral of Sergeant Herbert Bauer, who was killed by the Russians on Christmas Day when he went to the rescue of a German family in the French Sector. Speakers at the Communist rally said that the rumour that Just was killed by his own comrades when he tried to desert was "a dirty lie."

EISLER SPEAKS AGAIN—EAST GERMANY'S FORMER PROPAGANDA CHIEF DEMANDS THE RELEASE OF JULIUS AND ETHEL ROSENBERG, THE AMERICAN ATOM-SPIES: Eisler, who was making his first public appearance since being removed from office, was speaking at a mass meeting attended by some 3,000 people, in East Berlin's Friedrichstadt Palast. The meeting was held as a demonstration against the action of America in holding Julius and Ethel Rosenberg, and Eisler demanded that they be released and saved "from this cannibalistic murder." The Rosenbergs, whom Eisler described as "those noble people," were due to be put to death at Sing Sing Prison, New York State, on January 14, but on January 5 the Federal Judge granted a "limited" stay of execution to permit the Rosenbergs to apply to the President for clemency. Under the terms of the order the stay began on the filing of the application and will end five days after the President has made his decision. There was speculation last week regarding which President, Truman or Eisenhower, would make the decision.

Foreign News in Pictures

FROM AMERICA, ASIA AND AFRICA

Truman's Cabinet in Session in the Last Days; Power; Skorzeny at Work in Spain; India Land Movement; Rioting in Karachi; Ja Eisenhower Goes Home for the Inaugura

THE TRUMAN ADMINISTRATION—ONE OF THE FINAL MEETINGS OF THE CABINET BEFORE IT HANDED OVER ITS EXECUTIVE FUNCTIONS TO THE EISENHOWER CABINET: Seated from left to right round the table are: Mr. Charles Sawyer (Commerce), Mr. John R. Steelman (Assistant to the President), Mr. Henry H. Fowler (Defence Mobiliser), Mr. Averell Harriman (Mutual Security Director), Mr. Maurice Tobin (Labour), Mr. Charles Brannan (Agriculture), Mr. Jesse Donaldson (Postmaster-General), Mr. Robert Lovett (Defence), Mr. Dean Acheson (Secretary of State), President Truman, Mr. John Snyder (Treasury), Mr. James McGranery (Attorney General), and Mr. Oscar Chapman (Secretary of the Interior). One of the last acts of the Administration was to present the Budget. It proposed to spend 78.6 billion dollars during the year beginning July 1, 1953. This is more than America has ever spent in a year in peacetime, and is only 20 billion dollars below the war-time peak.

OTTO SKORZENY, BIG BUSINESS MAN: The former Ger S.S. officer, so often acclaimed in Germany for rescue of Mussolini from his mountain-top prison the behest of Hitler, seen at Madrid Airport be taking off for Seville to visit Willy Messerschmitt, German aeroplane designer, who is helping Spanish to develop their aircraft industry. Skorz is actively associated in the import-export tr between Spain and Germany. Skorzeny's memo have recently been published in the Press, and them he has revealed at great length the hazardo nature of some of the missions he accomplish for the Führer. His rivals have not been slow assert that some of Skorzeny's claims are exaggera

RIOTING IN PAKISTAN'S CAPITAL—DEMONSTRATORS SET UP A BARRICADE AGAINST THE POLICE IN KARACHI DURING RIOTS BY DISORDERLY MOBS: The trouble started when students marched to the home of Mr. Fazher Rahman, the Minister of Education, to protest against certain long-standing grievances. These demands included a reduction in fees, more hostel accommodation, removal of the ban on night classes and a supplementary examination for unsuccessful candidates. The police made a baton charge and used tear gas, and the students, already angry at what they regarded as the high-handed methods of the police, decided to go on strike. From then on more people joined in the demonstrations and arms and ammunition stores were looted, in all about 1,000 weapons, comprising shot-guns, rifles, revolvers and pistols, and several hundred rounds of ammunition being stolen. The police were forced to open fire on several occasions, and within four days more than 25 people were reported killed and more than 400 injured. Later the Chief Commissioner issued a statement in which he said that the rioting was organised by the Democratic Students' Federation, a Communist-inspired body, and was accompanied by some Communists who were not students. Following this accusation the Prime Minister, Nazimuddin, broadcast a message to the citizens appealing for their assistance in the maintenance of order.

THE BURNING OF A NEW CAR BELONGING TO PAKISTAN'S MINISTER OF THE INTERIOR: The crowd set fire to Mr. Mushtaq Ahmad Gurmani's car while he was advising the students to disperse. As the police charged the mob and fired tear-gas shells, one shell fell within about a yard of Mr. Gurmani, who was temporarily overcome by the fumes.

IN INDIA THE LAND GIFT MOVEMENT SPREADS FAR AND WIDE: Shrimati Rameshwari Nehru, leader of a mission which set out recently from New Delhi, explaining the nature of land gift scheme before asking local landlords to subscribe. The idea behind this mo ment, now under the leadership of Acahrya Vinoba Bhave, is to persuade zamind (landlords) to donate land to the poorer farmers and peasants. The movement started by the late Mahatma Gandhi. To achieve his object, Gandhi used to walk fr village to village, imploring the richer folk to part with some of their land for distribut among the less fortunate. Many thousands of acres have been donated in this way, in recent months the movement has gained impetus, in part due to the work of mission led by Shrimati Rameshwari Nehru. Concentration at the moment is on the Delhi ar

THE NEW YORK CURB EXCHANGE BECOMES THE AMERICAN STOCK EXCHANGE : This was the scene at the close of trading on January 5, when the famous institution in Trinity Place, lower New York City, was formally given its new name. The speaker's platform was erected at the south-east corner of the Exchange's trading floor. The proceedings started with the singing of the United States National Anthem by Marie T. Crittenden.

On right—
EXCHANGING MEMORIES OF THE FIRST WORLD WAR : General Paul von Lettow-Vorbeck, the Commander of the German Forces in East Africa during the First World War and an opponent of General Smuts in the field, seen during a visit to Mrs. Smuts at Irene, near Pretoria. The General was enjoying a holiday in South Africa, his first visit since 1919, when his energetic campaign closed in honourable surrender.

MR. WINSTON CHURCHILL'S ARRIVAL IN THE WEST INDIES : The Prime Minister shaking hands with Mr. Alexander Bustamante, leader of the majority in the Jamaican Legislature, when he arrived at Montego Bay at the start of his holiday. At the airfield there was a guard of honour mounted by Jamaican Island Police. Also present was Sir Hugh Foot, Captain-General and Governor-in-Chief of Jamaica. Mr. Churchill was starting a fortnight's holiday in the island after completing his talks with the President-elect of the United States in New York and with the President of the United States in Washington. The Prime Minister travelled from Washington to Jamaica in the aircraft of President Truman, the *Independence*, which Mr. Truman placed at his disposal.

AN ANTI-BANDIT HELICOPTER LANDS IN A SWEET POTATO PATCH ON A RUBBER ESTATE IN JOHORE : This forced landing took place only a few minutes after the Sikorsky S 55 had taken off from the British aircraft-carrier *Perseus*, berthed at Seletar, after her arrival from Portsmouth. The Sikorsky is a unit of the British helicopter squadron which America has furnished to Britain for the purpose of hunting the bandits. Apparently after the helicopter took off it developed trouble in the tail rotor. The aircraft flew for some miles across the straits and then came the forced landing in the potato patch. No damage was caused, and the helicopter later took off again. When told that there were bandits in the area the pilot took the news calmly enough. He said he did not know of this at the time that he decided upon a forced landing. These helicopters can take ten armed men, and it is hoped that during service in Malaya they will play a major part in speeding troops into action against the bandits and in bringing wounded out of the jungle with necessary speed.

MAJOR JOHN EISENHOWER IS REUNITED WITH HIS FAMILY WHEN HE RETURNS TO THE UNITED STATES FROM KOREA IN ORDER TO BE PRESENT AT HIS FATHER'S INAUGURATION AS PRESIDENT : The Major seen with his wife Barbara, whom he had not met since last July, and two of their children at Highland Falls, New York. *On left*—The Major wth his father, General Eisenhower, who took an hour off from the work of administration-making, when they met at La Guardia Airfield, Queens, New York. Major Eisenhower is an executive officer of the Third Division in Korea. He told reporters at La Guardia that the orders assigning him to fifteen-days temporary duty in the United States had come as a complete and very pleasant surprise.

WHEN THE DINKA PEOPLE OF THE SUDAN LEAVE THEIR CATTLE IN ORDER TO GO FISHING IN THE WATERS OF THE WHITE NILE AND ITS TRIBUTARIES : After the annual bless has been given by the tribal elders the Dinkas of the White Nile swarm into the river to begin the fishing season. *Left*—Here a line of young men and boys is se advancing with spears, jabbing at the waters which are teeming with fish, and by degrees driving the fish towards the nets which are held out by the womenfolk, seen in the picture *on the right*. The Dinkas, among the most primitive tribal people of the Sudan, are much in the news by reason of the extraordinary antics Major Salim, General Neguib's right-hand man, who during a recent visit to the remote tribal areas stripped himself to his underpants and joined the Dinkas in th dancing. Major Salim has been attempting to rally Sudanese opinion in favour of an Egyptian solution to the problem of Sudan's future government and administrat

DINKA TYPES—A PRIMITIVE PEOPLE WHO ARE CONTROLLED BY THE SUDAN GOVERNMENT AND WHOSE FUTURE IS LINKED WITH THE ASPIRATIONS OF THE EGYPTIAN GOVERNMENT IN RELATION TO THE SUDAN : The Dinkas are a tall race, with skins that are almost blue-black. The men wear practically no clothes. The married women have a short apron, and unmarried girls wear a fringe of iron cones round the waist. Ears and lips are pierced.

LIFE AMONG TH DINKAS OF SUDAN

A Primitive People whose Future May be Vitall Affected by Decisions in Cairo and Londo

DINKA BOYS PADDLE THE CANOES FOR THEIR ELDERS, WHO DO THE SPEARING DURING FISHING OPERATIONS IN THE GREAT RIVER : Men, women and children trek from far afield to the White Nile to participate in the fishing, using every means to hand to reap this rich harvest. Long bamboo spears, nets, baskets and rod and line, allied to simple cunning, are employed by the fishermen. This annual fishing is a round-the-clock operation.

A DINKA SPEARS A LARGE CATFISH : This species is not pa ticularly popular with the Dinkas who, for eating, pre the common Nile perch found for thousands of miles and down the network of rivers leading into the Wh

The sight of Major Saleh Salim, General Negu special envoy, bouncing up and down in his und pants in company with Dinka tribesmen of the Sud must have caused many a raised eyebrow in diplomat circles, as envoys of the old school contemplated th ways of modern diplomacy.

This ardent wooing of the Dinka tribesmen w perhaps not a very significant item in Major Saleh Salim tour of the Sudan, where he was seeking support for h master's policy, but it certainly focused attention o one of the most extraordinary tribes on the Afric continent, a widely-spread Negro people, dwelling in t Southern Sudan on the right bank of the White N

THE RIVER LOL, A TRIBUTARY OF THE WHITE NILE, AT THE HEIGHT OF THE DINKA FISHING SEASON: In the days when Arab slavers sought the Dinkas they penetrated as far as the north bank of this great river, the last important raid having been in 1910, when a British Commissioner, who witnessed the raid, was carried off by the Arab horsemen. He was able, however, to escape into the tall grass. The Dinkas have been under the control of the Sudan Government since the year 1899.

CEREMONIAL OCCASIONS IN THE LAND OF THE DINKAS: *Left*—The local Catholic missionaries giving the river a Christian blessing before the start of the fishing season. Father Silvio, in topee, is a priest from Verona, who has set up a mission to convert the pagan Dinkas. Usually a bull is slaughtered by the Dinkas on this occasion. *Right*—Tong Tong, a local Dinka chief, receives a decorative sword and belt from the Deputy Governor in recognition of loyal service to the British administration.

around the mouth of the Bahr el Ghazal and on the banks of the lower Sobat. Like the Shilluk, the Dinkas were greatly harried in times past by Nuba-Arabic tribes from the north, but have remained comparatively free thanks to the vast extent of their territory, estimated to cover 40,000 square miles, and their energy in defending themselves. The Dinkas are great cattle and sheep breeders, the men tending their beasts with extraordinary devotion. They despise agriculture, which is left to the women, but annually indulge in great fishing operations in the White Nile and its tributaries, obtaining stocks of fish for the ensuing year. It is these operations which are illustrated in the pictures reproduced on these pages. Fishing begins early in the New Year when the river is low. The traditional blessing of the river comes first. By long-established custom this takes the form of sacrificing a bull, but on the occasion depicted here, the pagan Dinkas had called in a local Roman Catholic missionary.

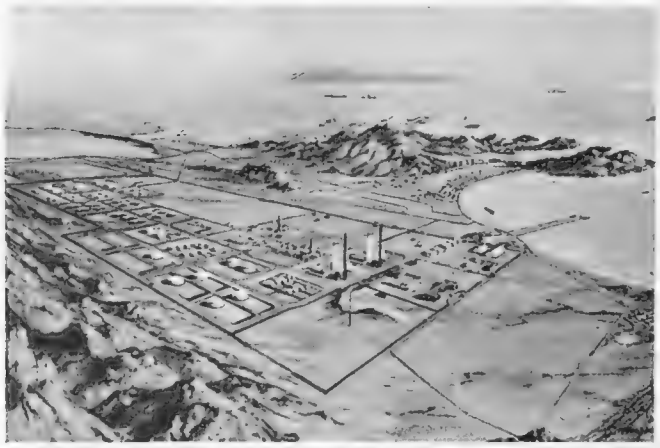
Save for sacrifices or under stress of famine, cattle are never killed for food by the Dinkas, the people subsisting largely on durra. The Dinkas particularly reverence the cow, and also snakes, which they call brothers. Certain animals are sacred to individual clans, for each family has its totem. The tribal belief is that the family spirit resides in a certain animal. The Dinkas' folklore recognises a good and evil deity; one of the two wives of the good deity created man, and the dead go to live with him in a great park filled with animals of enormous size. The evil deity, it is believed, created cripples. Since the Dinkas came, in 1899, under the control of the Sudan Government, much has been discovered about them, and a most valuable compendium of Dinka laws has been compiled by Captain H. D. E. O'Sullivan.

Polygamy is general among the Dinkas. Some headmen have as many as thirty or more wives; but six is the average number.

A NEW OIL REFINERY

HOLIDAY-TIME IN AUSTRALIA AND NEW ZEALAND

Epiphany in Rome and Milan



THE ANGLO-IRANIAN OIL COMPANY'S NEW REFINERY—TWO VIEWS OF THE PLANT WHICH IS UNDER CONSTRUCTION NEAR ADEN: The completed refinery, which is here envisaged by an artist, will cost the Anglo-Iranian Oil Company £40,000,000. It is expected to be working in 1955, when it will be capable of receiving 5,000,000 tons of crude oil each year. The refinery will be situated on the peninsula known as Little Aden, which is six miles to the west of Aden town. Construction plant, including cranes and earth-moving equipment, has been shipped to Aden, where 300 British and 50 American technicians are on the site. A large amount of local labour will be recruited and at the peak of construction it is expected that more than 10,000 European and local labourers will be employed by the oil company.

HOLIDAY-TIME DOWN UNDER: This was the scene at Surfer's Paradise, a popular holiday resort on the Queensland coast, on New Year's Day. Although a stiff south-east wind was whipping up the breakers, the life-savers reported a day free of incident. While most people in England are spending their Christmas and New Year's holiday huddled around a fire, Australia is at the height of her summer holiday season, and many Australians spend the New Year period in the open air; sporting on the surfing beaches, walking in the country or playing summer sports.

A CHILDREN'S HUNT IN NEW ZEALAND—THE ANNUAL CHILDREN'S MEET OF THE WAIKATO HUNT CLUB AT FENCOURT, NORTH ISLAND: As in England, a feature of the New Zealand New Year hunting season is the many children's hunts which are held. This meet wound up the season for the Club.

THE MILAN POLICEMAN'S LOT IS A VERY HAPPY ONE—ON JANUARY 6: These two policemen, who are standing in front of the Cathedral in Milan, are guarding a great pile of presents that have been given to them by the people of Milan. Unfortunately for the Milan police, this happens only once a year—on Befana Day (Epiphany)—when the motorists of Milan, and many other inhabitants, show their appreciation of the Municipal Police Corps in this traditional manner. The gifts are mainly foodstuffs (especially cakes) and wine, although, as can be seen from the picture, the gifts vary from toy pedal-cars to flowers.

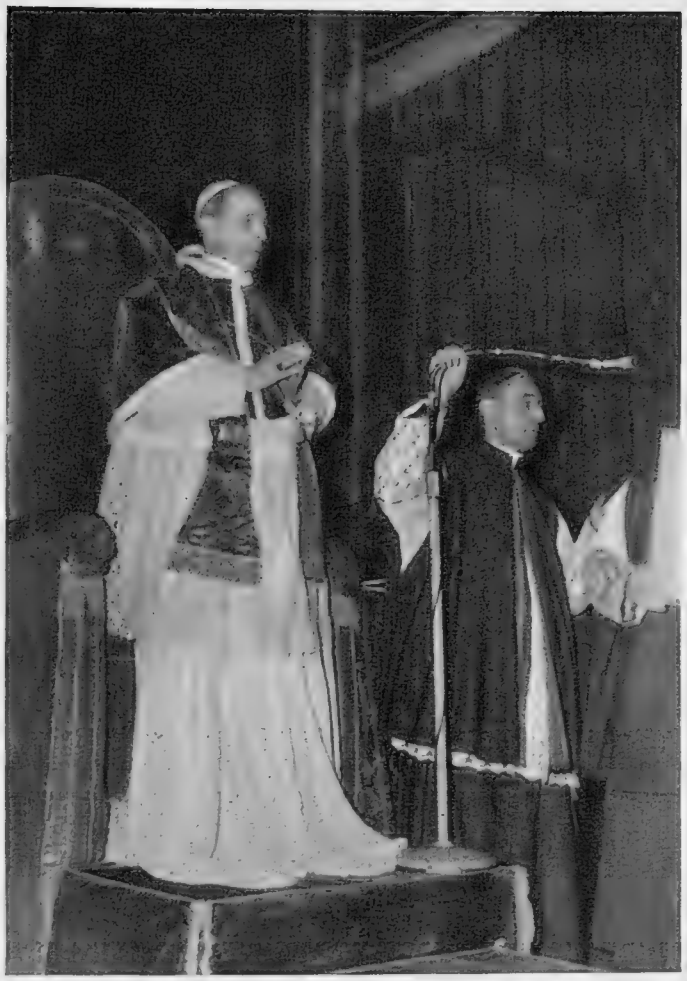
THE PIAZZA NAVONA IN ROME BECOMES A MARKET-PLACE WHERE PARENTS BUY PRESENTS FOR THEIR CHILDREN ON LA BEFANA DAY: The famous Piazza Navona, which many years ago was the Circus of Domitian, is once a year transformed into this market-like square, where parents may buy presents to give to their children on La Befana Day. La Befana is supposed to be a kindly witch who gives presents to children in commemoration of the gifts given to Jesus by the Wise Men.

MAKING THE NEW CARDINALS

The Pope Holds a Secret Consistory at the Vatican

Of all the dramatic events associated with the Papacy, there is nothing more dramatic than the events following the Secret Consistory at which the Pope names the new Princes of the Church. Of the twenty-four new Cardinals named on January 12, seventeen of them were waiting in Rome to be acquainted by Papal messengers of their elevation. While the emissaries with the deeds of appointment were on their way through the streets of Rome to the various colleges where they handed over the deeds, members of the Noble Guard made their way to Rome Airport, there to board aircraft bound for Paris, Madrid and Lisbon, the capitals of countries where the papal nuncio has been made a cardinal. These messengers were not only carrying the documents of appointment, but the red birettas which are bestowed on the nuncios by heads of State. Two prelates still beyond the Iron Curtain were among those unable to attend the celebrations in Rome, the Archbishops of Warsaw and Zagreb. In his address to the Consistory, the Pope began by explaining that, short of increasing the maximum size of the College, which has not been changed since 1586, he had found it impossible to confer the red hat on all who were deserving it. He then revealed that he had intended to put at the top of the list of new creations the names of the two prelates (Mgr. Tardini and Mgr. Montini) who, in the absence of a Cardinal-Secretary of State, are at the head of public affairs in the Church. Both men begged to be allowed to decline, however, and they had instead been promoted to be Pro-Secretaries of State.

THE SIGNAL IS GIVEN FOR THE START OF THE SECRET CONSISTORY AT THE VATICAN: A Bishop is seen closing the door of the Consistorial Hall after the Pope had pronounced the words *Extra Omnes*. At this Consistory the Pope proclaimed and formally named twenty-three new Cardinal Priests and one Cardinal Deacon. Immediately afterwards emissaries left the Vatican to announce to the new cardinals, seventeen of whom were in Rome, news of their elevation.



POPE PIUS ADDRESSES THE CONSISTORY: He told the existing Cardinals that, in creating new Princes of the Church, it was his intention to make the Sacred College the living image of the entire Church.

THE EXISTING CARDINALS AWAIT THE ARRIVAL OF THE POPE FOR THE SECRET CONSISTORY: The Cardinals in conversation before entering the Consistorial Hall. Fourteen Italian and eight non-Italians were gathered to hear the Pope, and at the end of his announcement of the names of the new Cardinals they heard the Pope make the traditional query *Quid Vobis Videtur?* (How does this seem to you?). In accordance with tradition, unanimous consent was at once forthcoming.

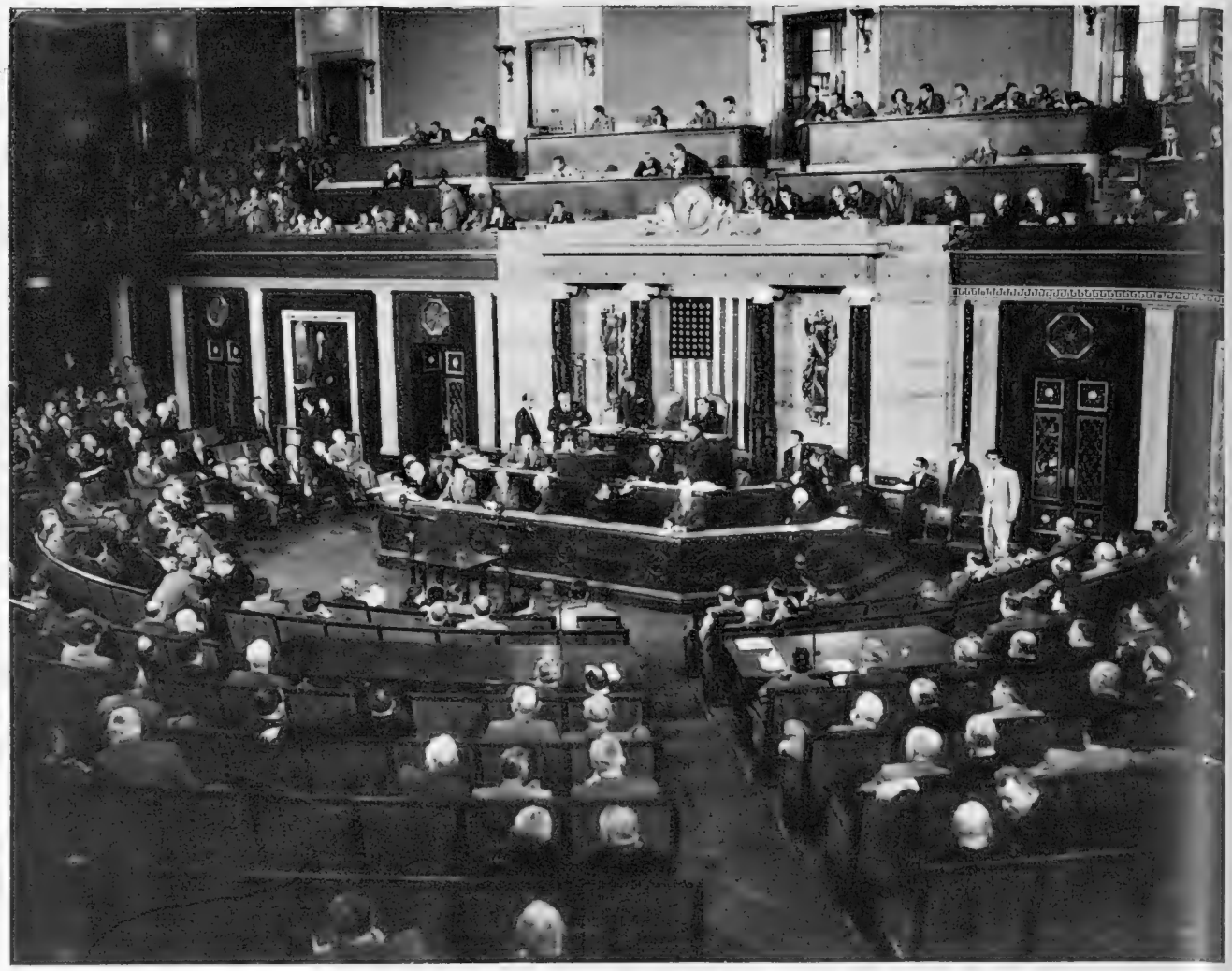
THE ARCHBISHOP OF LOS ANGELES, MGR. McINTYRE, RECEIVES THE BIGLIETTO, THE OFFICIAL NOTIFICATION OF HIS ELEVATION: Cardinal McIntyre is seen standing on the right, and on the left is the Pontifical messenger, who hurried from the Secret Consistory to inform the Archbishop of his new office. In the centre stands Bishop Martin O'Connor, of Scranton, Pennsylvania, Rector of the North American College in Rome, where this ceremony took place.

AWAITING THE PAPAL NOTIFICATION AT THE PIO LATINI PONTIFICAL COLLEGE IN ROME: Mgr. da Silva, Archbishop of Bahia, Mgr. della Torre, Archbishop of Santiago de Compostella, and Mgr. Luque, Archbishop of Bogota, are seen with members of the Latin College in Rome before the arrival of the Papal messenger with the news.

THE ARCHBISHOP OF ARMAGH AND THE PRIMATE OF IRELAND IS HONOURED: Mgr. John D'Alton receiving his biretta from the hands of the Pope at the Apostolic Palace in Rome on the evening following the Secret Consistory.

THE AMERICAN ELECTION ALL OVER AGAIN

Counting the Electoral Votes in Washington to Confirm the November Poll



On right—

THE VICE-PRESIDENT OF THE UNITED STATES, MR. ALBEN BARKLEY, PRESIDES AT THE COUNTING OF THE ELECTORAL COLLEGE VOTES AT A JOINT SESSION OF THE UNITED STATES SENATE AND THE HOUSE OF REPRESENTATIVES : This was a general view of the scene as the 531 ballots were counted, to the eyes of 60,000,000 American voters a mere formality, for they had known since early in November that over 33,000,000 votes had been cast for Eisenhower, giving him 442 electoral votes, and that over 26,700,000 votes had been given to Adlai Stevenson, these representing 89 votes in the Electoral College. Since 1804 this counting of the electoral votes has been required by the Constitution, and so it is carried out with due formality, but already there are indications that the 83rd Congress means to revise the electoral laws of the United States, which are beginning to appear antiquated. One idea is that the Electoral College should be abolished and candidates should have a share of electoral votes based on the percentage of votes gained in each State. As it is, if a candidate wins a State by the narrowest of margins he still gains all the electoral votes in that State, to many minds an unfair ruling which can mean that a candidate with the smaller total poll can be elected President. This happened in 1876, when Rutherford B. Hayes became President, although receiving about 250,000 votes fewer than Samuel J. Tilden received.

On right—

MEMBERS OF PRESIDENT TRUMAN'S OUTGOING CABINET PRESENT HIM WITH THE CHAIR HE HAS USED AT CABINET MEETINGS : Maurice Tobin, Secretary of Labour, Dean Acheson, Secretary of State, John Snyder, Secretary of the Treasury, and Charles Sawyer, Secretary of Commerce, are seen in the foreground of this picture taken at the White House as the chair was officially presented. The Cabinet members clubbed together to purchase it and to place an inscription on the back. Mr. Truman's chair bore the words "The President, April 12, 1945," this being the day on which Mr. Truman succeeded Franklin Roosevelt. The members of the Cabinet also received their chairs, which were purchased in most instances by officials in their departments or by friends.

NAMED AS HIGH COMMISSIONER FOR GERMANY : Dr. James B. Conant, President of Harvard University, looking over a special edition of the *Harvard Crimson* announcing the news of his new post. Dr. Conant, now fifty-nine years of age, started at Harvard as a chemistry lecturer during 1916.

On left—

EISENHOWER AND HIS OFFICIAL FAMILY : General Eisenhower, third from right, seated, with his choices for Cabinet and key advisers at the Commodore Hotel, New York, shortly before inauguration day. Left to right, seated : Herbert Brownell, Jr., Attorney General ; George M. Humphrey, Secretary of the Treasury ; Richard M. Nixon, the Vice-President-elect ; the President-elect ; John Foster Dulles, Secretary of State, and Charles E. Wilson, Secretary of Defence. Standing : Joseph M. Dodge, Budget Director ; Mrs. Oveta Culp Hobby, Federal Security Agency Administrator ; Sherman Adams, Assistant to the President ; Sinclair Weeks, Secretary of Commerce ; Douglas McKay, Secretary of Interior ; Arthur E. Summerfield, Postmaster-General ; Ezra Taft Benson, Secretary of Agriculture ; Martin P. Durkin, Secretary of Labour ; Henry Cabot Lodge, Jr., Ambassador to the United Nations, and Harold E. Stassen, Director for Mutual Security.

THE RAFT OF THE "MEDUSA"—SURVIVORS OF THE FRENCH FRIGATE WHICH GROUNDED ON THE BANKS OF ARGUIN IN 1816: There were only fifteen survivors of this disaster, which Montague Dawson recalls in this painting specially made for "The Sphere." This story of bad seamanship, bad leadership, and cannibalism took place only eight years before the formation of the Royal National Lifeboat Institution in Britain. To-day there are eighteen lifeboat organisations in the world.

THE WATCH ON BRITAIN'S SEA LANES

The Work of the Shore-based Lifeboatmen, Who Year In Year Out Save Approximately Eleven Lives a Week Round the Coasts of Britain

By UFFA FOX

WITH PAINTINGS BY MONTAGUE DAWSON

Uffa Fox, distinguished yachtsman and yacht designer, served part of his apprenticeship in lifeboats and he sailed the Greenore lifeboat to Holyhead when the station was closed in 1923. He designed all the airborne lifeboats used in the Second World War by our Air Force, also those fitted to the Flying Fortresses, and he operated a lifeboat under the direction of the Royal National Lifeboat Institution from the slipway beneath his home at Puckaster Cove, on the southern shores of the Isle of Wight. Who, then, is better fitted than Uffa Fox to tell us something of the work of the lifeboatmen in peace and war, men who year in year out average eleven lives saved each week? Collaborating with Mr. Fox in this special SPHERE *feature is the celebrated marine artist, Montague Dawson.*

ON June 17, 1816, the ill-fated French frigate *Medusa* left for South Africa, and although told to steer west for sixty miles, after leaving Cape Blanco, she continued to sail south and grounded on the banks of Arguin. The weather was moderate; her topmast yards, booms and various spars were thrown overboard to lighten the ship, in an effort to get her off. This was unsuccessful, and so it was decided to make a raft from spars, planks and casks which would carry 200 persons, and that the raft would be towed by the other ship's boats to the shore.

On the night of July 4 the *Medusa* experienced a gale of wind which broke her keel in two. Her rudder was unshipped and beat a hole in her. Daylight found them with 7 ft. of water in the hold, and it was decided to abandon ship on the morning of July 5.

When only 50 were on the raft it was knee-deep in water and, all told, 150 were put on to this raft. The ship's boats, with their crews, instead of towing the raft, deserted them and left them to their fate. Twelve were washed off the raft in the first night. A night or two after, mutiny broke out, with desperate fighting throughout the night—a period in which sixty perished. A few nights later twelve died of exposure. Flying-fish landed on board and, these were eaten half-cooked and some ate parts of their dead companions.

Fighting further reduced the number to fifty, and then only thirty were left alive. Three of these died, and of the twenty-seven left only fifteen could survive, as the others were so ill, and a soldier and three sailors threw them overboard, which ended their suffering and gave subsistence for six additional days for the fifteen survivors. On July 17 a brig despatched by the Governor of Senegal rescued the fifteen survivors, and so ended one of the most dreadful stories of the sea.

A story of bad seamanship, bad leadership, mutiny, murder and cannibalism—all of which took place only eight years before the formation of the Royal National Lifeboat Institution, the whole of whose history is the exact opposite, for the story of our lifeboats is one of great courage and self-sacrifice, even unto death.

THE BRIDLINGTON LIFEBOAT SMOTHERED IN FOAM WHEN RETURNING TO HARBOUR FOLLOWING A VIGIL BY THE FISHING FLEET IN DECEMBER 1933: This picture typifies the hazards of the lifeboatmen who go out in raging seas around our shores, when the spume is thrown hundreds of feet up the face of the cliffs.

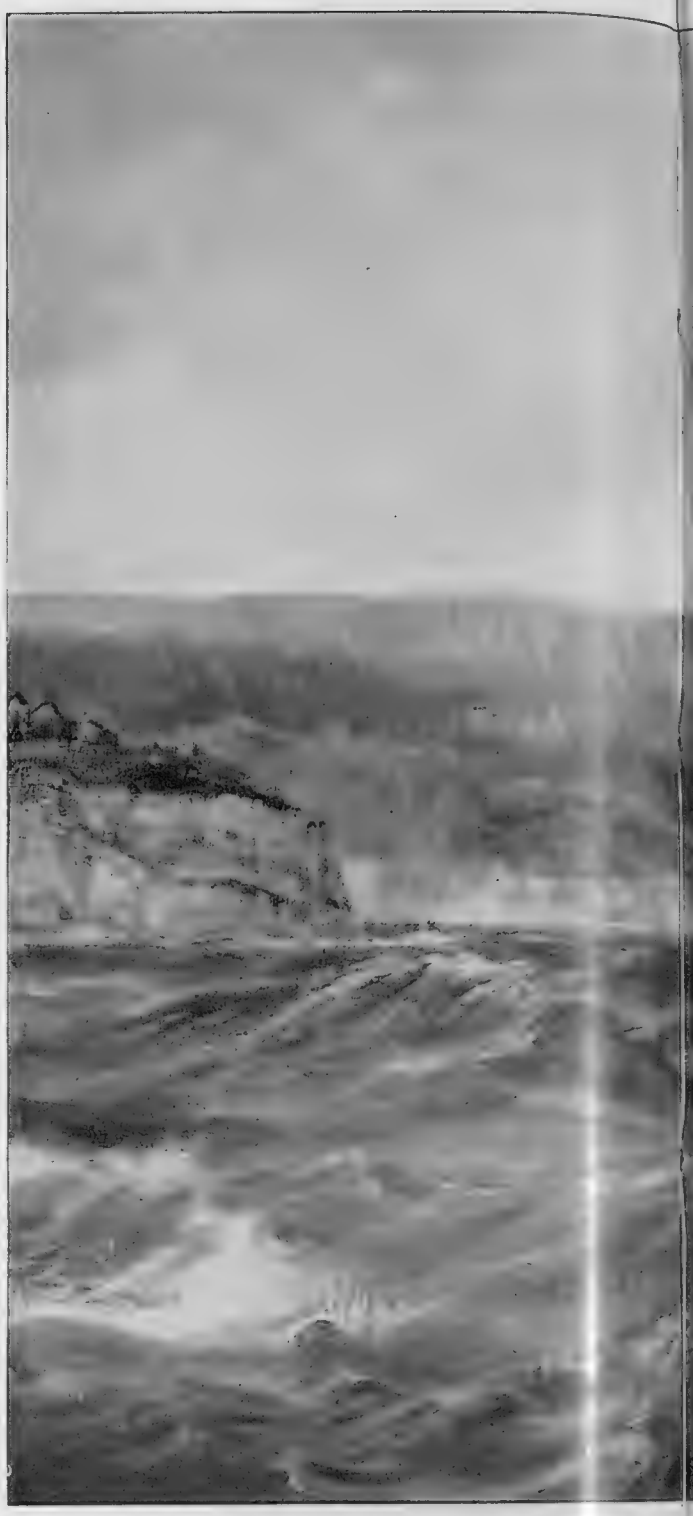
The fretted and jagged coastline of the British Isles, washed by the ever-hungry sea, has been the doom of many a fine ship, and a great many seamen have perished on our coast. In the past, those on shore saw ships wrecked and the crews drowned, without being able to lift a finger to help them. In 1789 a committee was set up which tried to produce a design for a boat seaworthy enough to put out in the worst of weathers, to the rescue of wrecked ships. They offered a prize of two guineas, but awarded only half of this to William Wouldhave, the house-painter and teacher of music, who produced the first self-righting model.

From this model another was made, and then Henry Greathead, a ship's carpenter, built the first lifeboat. The boat was launched on January 30, 1790, manned by the pilots of South Shields, so starting the rescue of lives from shipwrecks. Lloyd's gave £2,000 to provide lifeboats and Greathead soon built thirty more.

It was now the time for this work to become nation-wide, so that every mile of this storm-tossed coast of ours could be reached by lifeboats. The Government did nothing, the shipowners did nothing, the seamen did nothing; and Sir William Hillary, an amateur who had sailed in open boats, published an appeal for a National Lifeboat Service in 1823 from his home in Douglas, in the Isle of Man—where he had seen so many fine ships wrecked and had gone out himself, with others, to help them. He pointed out that, through the ages, Britain owed everything—her power and splendour—

(Continued on following pages)

THE MORNING AFTER A GRIM TRAGEDY OF THE SEA—THE WRECKED MUMBLES LIFEBOAT LYING HULL UPWARDS AMID THE SURF AT SKER POINT, SOUTH WALES, IN APRIL 1947: The lifeboat, *Edward Prince of Wales*, which was of the standard Watson type, made two trips across Swansea Bay to help the *Samtampa*, a 7,200-ton American-built vessel which went aground in a great storm, eventually breaking into three parts. On the second trip the Mumbles lifeboat capsized. Altogether forty-eight lives were lost in this tragedy, eight of them members of the lifeboat crew. Most of the lifeboatmen were married, and between them all they left fourteen children.



THE WATCH ON BRITAIN'S SEA LANES

THE SCARBOROUGH LIFEBOAT BATTLING WITH HEAVY SEAS JUST OUTSIDE THE YORKSHIRE HARBOUR WHEN ESCORTING THE KEEL BOAT "PROGRESSIVE": The white breaking top of a raging sea indicates the nature of this great storm which raged along the east coast of Britain during March 1952, causing havoc among the fishing fleets.

(*Continued from previous page*)

to her seamen, and within a year his appeal was answered. On March 4, 1824, a society, now known as the Royal National Lifeboat Institution, was founded in London, with the support of all the leading men of that day.

Hillary's appeal outlined a complete plan for a lifeboat service, with branches of voluntary workers all round the coast. The lifeboats were to be manned by volunteers, and the essentials of his plan are found in the National Lifeboat Institution even to-day.

Hillary was fifty-three when he founded the lifeboat service, but he continued to go out to the rescue of ships in Douglas Bay for ten years, and was just on sixty when he was washed overboard, dragged back with his chest crushed and six ribs broken. He had taken part in the rescue of 300 lives and was three times awarded the gold medal of the lifeboat service for gallantry. This remarkable man was not only the founder but also one of the finest lifeboat men the service has seen, and has been an inspiration throughout.

In 1851 the Duke of Northumberland, then a rear-admiral and about to become the First Lord of the Admiralty, became the President of the National Lifeboat Institution. He offered a prize of 100 guineas for the best model of a lifeboat: 280 models and plans came in from all parts of the world, but the prize was won by James Beeching, of Great Yarmouth, for a self-righting lifeboat. Although the first model sent in was a self-righter, it was altered so that it would be a non-capsizing boat. So it was sixty-two years after the beginning that Beeching's model was built. This was the first self-righting lifeboat and was the first of a great fleet of lifeboats stationed all around the British Isles.

Whereas the Institution in 1849 had only 20 boats, by 1889 they had 293.

In 1887, George Lennox Watson, designer of that most famous yacht, the *Britannia*, was appointed consulting naval architect to the Institution, and in the following year he designed the large Watson sailing lifeboat, the first lifeboat of the present modern fleet. He abandoned the self-righting principle, and to-day, out of the 153 motor-lifeboats, only 14 are self-righters, as the self-righters sacrificed too much in order to be self-righting.

A DASH TO THE RESCUE THROUGH RAGING SEAS—UFFA FOX AND HIS COMPANIONS MANNING THE 30-FT. AIRBORNE LIFEBOAT AS THEY SET OUT FROM THEIR WARTIME LIFEBOAT STATION AT PUCKASTER COVE, ISLE OF WIGHT, TO THE RESCUE OF A DITCHED TYPHOON PILOT: They failed in their mission because someone else got there first; in fact, there were no fewer than five craft attempting to save one man. The lifeboat, with a 16-h.p. engine, mainsail and jib, was capable of a speed of 7½ knots. Puckaster Cove lies beneath Mr. Fox's home on the southern shores of the Island, near St. Catherine's Point. In the background can be seen the Undercliff.

In order to make a lifeboat self-righting both ends have to be built very high and must be perfectly air-tight. A heavy iron shoe is fitted down at the keel—then, when the boat goes upside down (which can easily happen in a steep breaking sea), two high end boxes are submerged, and they have enough floating power to support the rest of the boat and keel out of water, for the boat is now top-heavy, and with the tops of these end boxes rounded, she rolls over and immediately becomes the right way up. But the high end boxes offer great resistance to strong winds, and the boats are very difficult to handle coming alongside a wreck, because of the enormous windage in their ends. Moreover, the ends tend to make the boat capsize more readily, whereas the Watson type, with lower freeboard and normal ends, is far more stable, far more manageable in a sea-way and less likely to capsize. So the pendulum has swung back again to the non-capsizing type.

Most lifeboat work is done in the very worst of weathers, as it is the severest of weathers which brings our great fine steamers to grief, and it is in this weather that the boat has to go. Because of this she has to be sturdy and strong and unsinkable. Her strength comes from a specially selected English oak and the Institution has such men as Ben Maskell, who travel the length and breadth of the country finding great oaks which have grown to the shape required for lifeboat stems or their tunnel cants and their deadwoods and aprons. The trees are very carefully seasoned. They are still sawn in the old-fashioned way over a saw-pit by the top and bottom sawyer, for, by this method and only by this method, can the best be cut out of every tree with a minimum of waste.

The planking and decks are of mahogany and every bit of unused space is filled with watertight wooden air cases, so that even if the boat hits a wreck or rocks and gets holed, she can never sink, as it would be next to impossible to break a sufficient number of these air cases to cause loss of buoyancy. Then she has scuppers, or relief wells, so that when a sea comes

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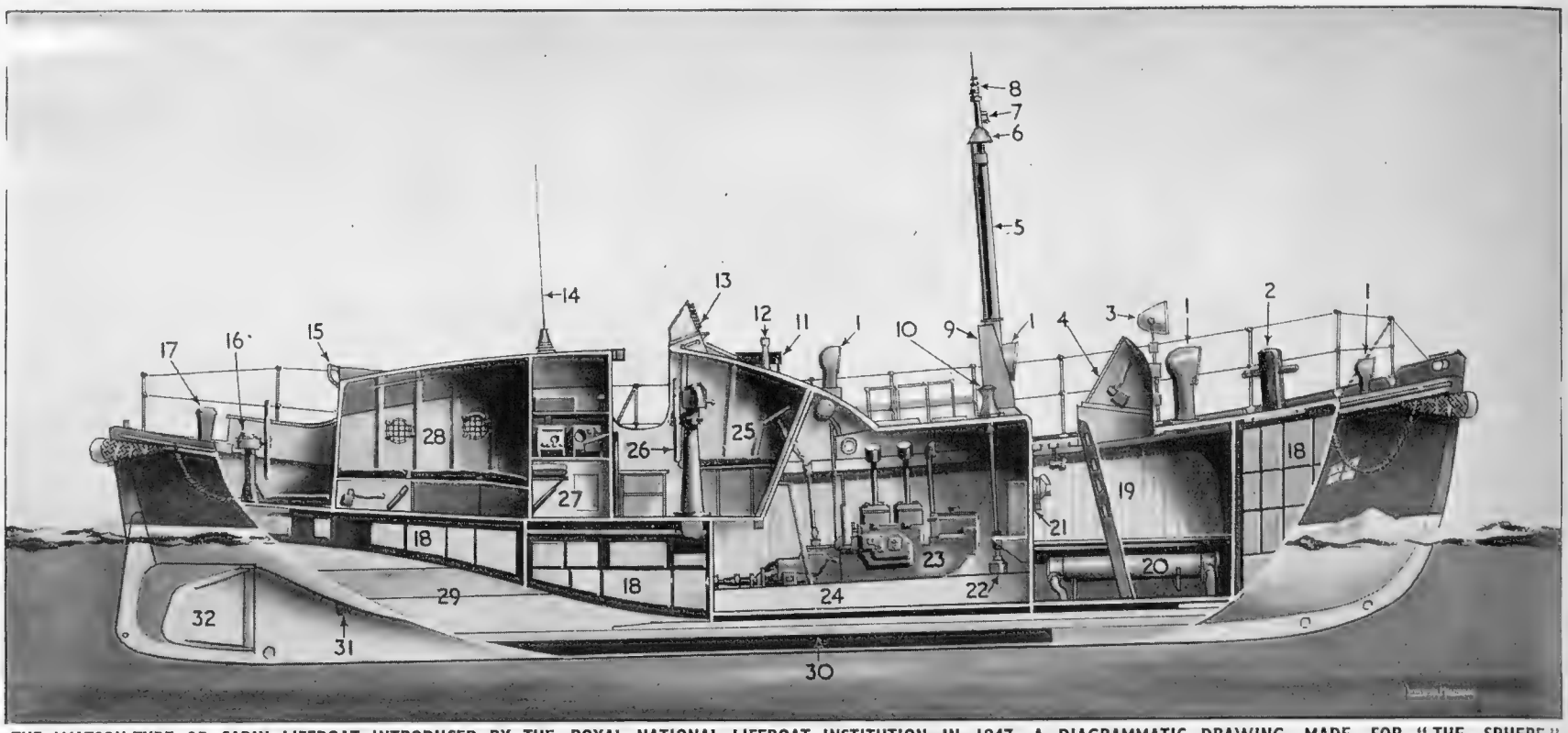
THE CROMER LIFEBOAT GOES TO THE RESCUE OF THE BARGE "SEPOY": Crowds at Cromer in December 1933 cheered a spectacular feat of seamanship when the lifeboat, under Coxswain Blogg, rescued two men who had been clinging to the rigging of the helpless Dover barge *Sepoy*. When the barge's distress signals were first seen the motor-lifeboat was assisting another vessel, and although the reserve boat was launched, as depicted here, it was repeatedly driven back on the beach. Later the motor-boat appeared on the scene and effected the rescue.



THE WATSON-TYPE OF CABIN LIFEBOAT INTRODUCED BY THE ROYAL NATIONAL LIFEBOAT INSTITUTION IN 1947—A DIAGRAMMATIC DRAWING MADE FOR "THE SPHERE" BY WINSTON MEGORAN : The following is a key to the various numbers : 1. Ventilator cowls. 2. Samson post. 3. Loud hailer. 4. Hatchway. 5. Mast. 6. Flood-light. 7. Steaming light. 8. Masthead signalling light. 9. Mast tabernacle (combined with exhaust). 10. Capstan. 11. Sidelight. 12. Mast crutch. 13. Windscreen. 14. Whip aerial. 15. Handgrip. 16. Emergency steering position. 17. Quarter bollard. 18. Aircases. 19. Fore cabin. 20. Water and oil cooler. 21. Searchlight in stowed position. 22. Capstan drive. 23. VE 4-Ferry Diesel engine. 24. Engine room. 25. Doghouse. 26. Wheel. 27. Wireless compartment. 28. After cabin. 29. Deadwood. 30. Cast-iron keel. 31. Propeller in tunnel. 32. Rudder.

THE WATCH ON BRITAIN'S SEA LANES

(Concluded from previous pages)

aboard and floods her cockpits, she empties it out in exactly twelve seconds.

Until 1889 every lifeboat was sailing and pulling, but in that year the first steam lifeboat was built and named *The Duke of Northumberland*. Since that time more and more power-boats have been built, until to-day there are no rowing lifeboats at all, excepting one in Whitby Harbour used for harbour work only.

As the years have gone by engines have been improved, and to-day many of the boats have a range of no fewer than 220 miles. The present fleet of 156 motor-lifeboats do the work which, in the past, was done by 276 pulling and sailing lifeboats. This has led to the closing of many of the older stations.

These motor-lifeboats have a great deal of reserve power, so much so that their speed against strong head-winds and sea almost equals that of their speed in calm water. The engines of the National lifeboats have gone through three phases : the early power craft were driven by steam ; then came the period of petrol engines, and now all the lifeboats being built are driven by Diesel engines. The Diesel oil has two great advantages :

(1) It is economical in cost and in the amount used, which, in turn, keeps the running cost down and also, at the same time, increases the radius of action ;

(2) As well as these advantages, it is also a much safer fuel than petrol.

The terrific strength, endurance and steadfastness of our lifeboats and their engines are matched by the courage, fortitude and seamanship of the lifeboat men—those who handle these vessels in gales of wind and mountainous seas. The entire service is voluntary, supported by voluntary contributions, and those who man the lifeboats earn their living in other ways and only go into the lifeboat when a call is made upon them—the only full-time member of the crew being the motor-mechanic, who is paid a regular salary by the National Lifeboat Institution. Most of the calls made for lifeboats are wrung out of ships in hard gales of wind and when the ship is in danger of foundering on rocks or sands.

So, from the beginning to the end of her mission, the lifeboat and her crew are in danger. Every so often disaster overtakes them, as the chance sea, against which the skill of man is unavailing, takes hold of the lifeboat and she and her crew are lost.

Such a disaster overtook the Mumbles lifeboat on the night of April 23, 1947. It was blowing a south-west gale and a very rough sea was running, and they went out to the rescue of the crew of the American-built steamship *Samtampa*. When dawn came, it was found that the entire crew of forty-one had been drowned, and so had the entire crew of eight of the Mumbles lifeboat.

In the Bible we read : "Greater love hath no man than this, that a man lay down his life for his friends."

How much greater is the faith and love of our lifeboat men, who go out into the wild wastes of water, knowing the danger they are going into and knowing full well that they may not come back, all to the rescue not of a friend, but of some seaman they have never met and often of men of other nationalities.

NOW THE STANDARD LIFEBOAT : This is a general impression by Winston Megoran of the 46-ft. Watson cabin lifeboat which has a displacement of 20 tons. With its two 40-h.p. Diesel engines driving twin screws, it has a maximum speed of 8¾ knots in a heavy head sea. The engine-room is sealed, so the boat can continue running even if flooded below decks. She can carry a crew of eight and ninety-five passengers.

The story of the Mumbles lifeboat does not end there, for a new crew was enrolled almost immediately, a new lifeboat put on the station, and within eight weeks of this terrible disaster a new crew and new Mumbles lifeboat was there and the station opened again. Whilst Britain has men with such spirit as this, she need never despair.

The lifeboat service is busy and well-occupied in times of peace, but when the hand of war visits these islands, it is busier than ever, for, added to the destructive force of the sea, there is the danger to shipping from enemy vessels and aircraft. Our lifeboat men during the last war turned in fully dressed night after night, ready to go out in an instant when any of our aeroplanes were flying over the face of the waters. During the war I had the privilege of having my own lifeboat, under the direction of the Royal National Lifeboat Institution, in Puckaster Cove. We were on the direct line of convoys and planes going across to the bridgehead at Arromanches, where the first landings took place on D-Day, and our National Lifeboat Institution enrolled all sorts of people to assist in saving life at sea during these dark days of war.

On one occasion we set out to pick up a Typhoon pilot and came home with three members of the American Navy. It was late in the day, a gale was blowing from the south-west, and we saw (miles out to sea) a Typhoon pilot, on his way home from France, bale out alongside a large American ship.

There was a possibility that there was too heavy a sea for the steamer to lower a boat, and we also thought it better for one too many to go to the rescue than one too few. We had our 30-ft. lifeboat in the water before the pilot had floated down to the sea on his parachute, but, swift as we were, the pilot had been rescued by the American steamer before we arrived.

A 60-ft. air-sea rescue vessel had also arrived on the spot, and so we were third. Immediately after another 60-footer came up and then a Walrus arrived—five endeavouring to save one man.

Meanwhile another American ship had been towing a fairly large and damaged landing-craft and, in the seaway, the tow started to break up and founder. The parent vessel lowered a motor-boat, took off the crew and landed them safely on the parent ship, but it was now too rough for this boat to be hoisted in, or their crew to get on board, so we took them under our wing and came safely into Puckaster Cove.

Such is the brief outline of the story of the National Lifeboat Institution, its lifeboats and lifeboat men. The story of any one of its missions would take much longer to tell if told fully, as these boats are generally out when the seas are dashing against our coast so hard that the spume is thrown and blown 1,000 ft. or more up the face of the cliffs.

PRESIDENT NUSSY SAINT-SAENS PRESIDING OVER THE MILITARY TRIBUNAL AT BORDEAUX AT THE START OF THE ORADOUR TRIAL : The Military Tribunal is hearing the case of the twenty-one German and Alsatian members of the S.S. charged with the destruction in June 1944 of the village of Oradour-sur-Glane, near Limoges, and with the murder of 642 of its inhabitants. Present in the court at the opening sessions were some of the few men and women of Oradour who survived the massacre and now live to give vital evidence in the case against the twenty-one. At the first session the list of charges was so long that it had to be read in relays. Most of the accused men have been tried by other courts, but now the process of law demands this mass trial. The court has already heard in the opening days how women and children were machine-gunned before the church altar. One of the prisoners mentioned in his deposition that he considered that the whole affair amounted to cold-blooded murder. He told how, when it was all over, each platoon was given twelve bottles of wine and several bottles of liqueurs in order to help them forget. The men who actually ordered the massacre of Oradour are not standing trial at Bordeaux. One of them, Captain Otto Kahn, cannot be traced.

THE CRIME OF ORADOUR

A MILITARY TRIBUNAL AT BORDEAUX HEARS THE CASE AGAINST THE S.S. MEN WHO RAZED THE FRENCH LIDICE

FORMER MEMBERS OF THE WAFFEN S.S. IN THE COURT AT BORDEAUX : These are some of the twenty-one German and Alsatian prisoners who are standing trial. The Alsatian prisoners come from areas which were forcibly incorporated with the Reich after the fall of France in 1940, and this circumstance has led to a dispute which has already gone far outside the bounds of the Military Tribunal in Bordeaux at which the Oradour case is now being heard.

ONE OF THE SURVIVORS OF THE MASSACRE OF ORADOUR : Roger Godfrein arriving at the Military Tribunal at Bordeaux. In all, seven escaped the day of terror in the village.

THE GERMAN LAWYERS OF THE GERMAN DEFENDANTS : Theo Breymeir and Kurt Walters in the court at Bordeaux. It has been hinted that the case may last three weeks or more.

A ROMANY DEATH RITUAL

The Funeral of the Gypsy "Mother," Mrs. Harriet Bowers, and the Ceremonial Burning of Her Possessions

A ROMANY FAREWELL—RELATIVES OF THE LATE MRS. HARRIET BOWERS, THE GYPSY CLAN "MOTHER," PAYING TRIBUTE OUTSIDE HER CARAVAN AT GARSINGTON, OXFORDSHIRE: Mrs. Bowers, who was sixty-eight, died in an Oxford hospital, and last week hundreds of gypsies from many parts of the country, including places as far away as West Wales, gathered for her funeral and watched the subsequent ritual burning of her life-long possessions, including her caravan.

THE COFFIN CONTAINING THE BODY OF MRS. BOWERS IS CARRIED PAST HER CARAVAN TO THE HEARSE: The funeral took place at Abingdon, Berkshire, where Mrs. Bowers's eldest daughter is buried.

On right—

CARRYING THE COFFIN INTO THE CHURCH AT ABINGDON: A lorry was used to carry the wreaths from the many gypsies to whom Mrs. Bowers was "mother." She was a pure-blooded Romany.

GYPSY MOURNERS WALKING IN PROCESSION AT THE FUNERAL: After the interment all Mrs. Bowers's possessions were burned, in accordance with Romany tradition. In spite of the intervention of Inspector Maurice Wait of the R.S.P.C.A., the gypsy leader's horses—a grey mare and a bay gelding—were slaughtered.

THE CEREMONIAL BURNING OF MRS. BOWERS'S CARAVAN: Almost everything she had worn and used during her life was placed inside the caravan, liberally sprinkled with paraffin and set alight by a relative.

Romanies from miles around Oxford and from as far afield as Carmarthenshire and Kent, Dorset and Norfolk, travelled to Oxford last week for the funeral of Mrs. Harriet Bowers. Harriet Bowers has been widely described in the Press as a "Queen of the Gypsies." She was not a queen, but a "mother"—she was commonly known amongst the Romanies as the "*kauli dai*," "the black mother," though the "black" here did not refer to her complexion, but to the fact that she was a pure-blooded Romany. She was a Romanes speaker, and a great upholder of the ancient traditions of her people, with a vast knowledge of Romany genealogical trees and a vast fund of Romany folk-tales. It was not surprising that such a one should have asked that the ancient customs of her people should be observed at her funeral.

And so, after the funeral ceremony in the little cemetery at Abingdon, where she was buried close to the grave of her eldest daughter, about 120 members of the family, including ninety-two-year-old Amelia Loveridge, the Queen of the tribe, who had travelled up from Dorset, returned to the encampment in a lane at Garsington, about three miles from Oxford. There at least another 150 gypsies—Bucklands, Boswells, Lovells, Burtons, Stanleys, Ayres, Coopers, Lees, Smiths, almost all the great Romany tribal names were represented—and about 100 curious *gajos* awaited them.

Harriet's *vardo* (wagon) was pushed a little aside. The money was taken out and divided between the surviving children, and the crockery (some lovely willow-pattern china and one or two good pieces of old Staffordshire) was taken out and laid along the laneside. Then everything else was piled into the wagon—all the linen, her furniture, some beautifully embroidered tablecloths (Harriet was a true craftswoman at this, and some of her work ought really to have found a resting-place in a museum), the harness of her two horses—paraffin poured over it and a match put to it by her eldest son. When the wagon was completely burnt out, her two horses—a grey mare and a bay gelding—were destroyed with a humane-killer and all the crockery was smashed by her sons and daughters. Nothing now is left, in the ancient Romany fashion, of Harriet Bowers; nothing, save a heavy gold ring, which had been worn by her mother (and which I have heard is at least 300 years old) and which is now worn by a daughter.

In the misty dusk this ancient ceremony—its connection with Indian funeral customs is obvious—was singularly impressive. The more so, perhaps, for the thought that it may well be the last to be held in England. Once, of course, all true Romanies were given this funeral pyre. But in the last eight years there have, to my knowledge, been only three other such funerals, and I attended two of those, one near Alton and the other near Worthing. Economic conditions—the price of a new *vardo*, the cost of new horses, the price of linen and blankets (and true Romanies are content with only the best), the price of china and so on—are killing the old customs. Harriet Bowers's family was well provided for, and so this could be done. (I think it would, in this case, have been done in any case out of respect for a greatly loved lady.) But in the case of Romanies less comfortably situated, it could not be done.

So one more link with the great days of Romany life passes. And I, for one, regret it deeply.

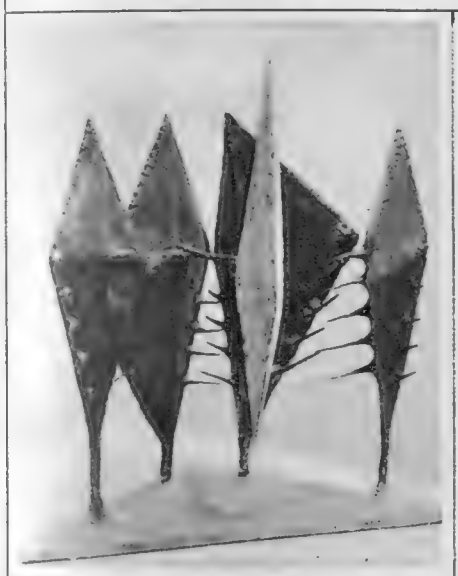
Brian Vesey-Fitzgerald

TWO OF THE SEMI-FINALISTS' MODELS FOR THE INTERNATIONAL SCULPTURE COMPETITION WHICH WILL BE HELD IN LONDON IN MARCH—THE SUBJECT IS "AN UNKNOWN POLITICAL PRISONER," AND THE TWELVE PRIZE-WINNING BRITISH ENTRIES ARE ON VIEW AT THE NEW BURLINGTON GALLERIES: *On left*—"Truth, Political Prisoner and Knowledge," as represented by the well-established sculptress, Barbara Hepworth. *On right*—Reg Butler's entry.

AN UNKNOWN POLITICAL PRISONER

British Entries for an International Sculpture Competition

The interpretations of nine contemporary artists of the subject "An Unknown Political Prisoner" are shown on this page. Eight of them were among the twelve winners of £25 each, whose models will constitute the British entry for an International Sculpture Competition in London next March. Fifty-seven countries will be represented for the final selection, and the winning entries will be exhibited at the Tate Gallery on March 13. The exhibition of the British entries has been arranged at the Institute of Contemporary Arts at the New Burlington Galleries; and the £25 prizes were presented by Sir Ernest Pooley on behalf of the Arts Council. Prize money for the final, which has been given by an anonymous donor, amounts to £11,500. The distinguished panel of judges for the British entries (a picture of three of them will be found on page 130 of this issue) consisted of Sir Philip Hendy, Director of the National Gallery; Sir Leigh Ashton, Director of the Victoria and Albert Museum, and Mr. Philip James, Art Director of the Arts Council of Great Britain. Mr. H. D. Molesworth, Keeper of Sculpture at the Victoria and Albert, deputised for Sir Leigh Ashton when he was unable to be present.



MORE VARIATIONS ON THE THEME OF "AN UNKNOWN POLITICAL PRISONER": These four of the prize-winning entries for the competition are: *On the left*, Lynn Chadwick's composition of metal shields and spikes; *left centre*—the more representational figure sculpted by Douglas Wain Hobson of Hampstead, which was completed in twenty-four hours; *right centre*—a grouping by Trevor Bates of Sevenoaks; and *right*—the grim pair of figures sculpted by Edward McWilliam.

NOT A PRIZE-WINNER: Keith Goodwin's model, more easily understandable to the uninitiated than many of the prize-winners, was not placed among the first twelve.

MANACLED AND BURDENED: John Stuart Osborne, of Weston-super-Mare, made this forceful group of two figures standing under the wings of a predatory bird.

A MODEL BY ONE OF THE THREE WOMEN PRIZE-WINNERS: Chelsea is well represented by the work of twenty-two-year-old Elizabeth Frink. The tragic figure, seated, and holding a bird in the right hand, represents her vision of the unknown prisoner.

THE SECOND BRISTOL BRITANNIA TAKES SHAPE IN THE GREAT ASSEMBLY HALL AT FILTON, NEAR BRISTOL: This 100-seat airscrew-turbine-powered airliner, the prototype of which made its maiden flight last summer, is to be one of the main types used by British Overseas Airways, operating with the two marks of de Havilland Comet to form the backbone of the B.O.A.C. fleet. B.O.A.C. has ordered twenty-six Britannias, the largest order it has placed for any type. The Corporation intends to use this airliner for high-density traffic on long-distance routes. It is expected to prove the most economical type of airliner yet produced in any country. The full volumetric payload of 25,000 lb. may be carried over a range of 4,000 miles; and the maximum range is 5,550 miles. Yet for ranges as short as 500 miles operating costs are low enough to be competitive with the smaller airliner.

THE BRISTOL BRABAZON, ITSELF UNWANTED FOR AIRLINE SERVICE, BUT A VITAL INFLUENCE UPON THE PRODUCTION OF BRITANNIAS: In the foreground is the tail unit of the great airliner which has never been put into service, and in the background is a model of the Brabazon used for vibration and instrument tests. Many of the lessons learned in the development of the Brabazon have been applied to the Britannia, thus making possible considerable savings.

Fitted with Proteus turbo-props, the Britannia should be a notable addition to the B.O.A.C. service when she comes into operation in 195[illegible] on the African and Australian routes, her task being to operate complementary services on the longer routes in relation to the Comet, which will bestride the continents at greater speeds. Perhaps the best analogy would be to liken the Britannia to a fast train to Bristol as compared with the Comet, which could be likened to the Cornish Riviera Express. The Britannia, with a larger capacity than the Comet and a slower speed, is capable of appearing in several versions with several different types of seating arrangement. A five-abreast 74-seat arrangement is foreseen as the luxury layout in this airliner. Fifty passengers could be accommodated for long-distance oceanic travel, or over 100 passengers could be carried on shorter stages.

Highly successful tests with the new Proteus III (700 series) propeller-turbine have proved it to be one of the cheapest-to-run aircraft engines in the world.

In extended runs on the Bristol test beds the power curve of the new engine has rocketed past the published figure of 3,320 h.p. to 4,100 h.p. with additional jet thrust of 920 lb. Extremely

THE BRISTOL BRITANNIA IN PROCESS OF ASSEMBLY: Wing and fuselage sections being fitted in the centre bay of the great hangar of the Bristol Aeroplane Company at Filton. The overall length of the Britannia is 114 ft., the wing-span is 140 ft., the height 36 ft. 8 ins., and the fuel capacity 6,800 gallons. The prototype of the Britannia made its first public appearance at the Royal Aircraft Establishment's airfield at the Farnborough Show on September 1 last year.

Building the BRISTOL BRITANNIAS

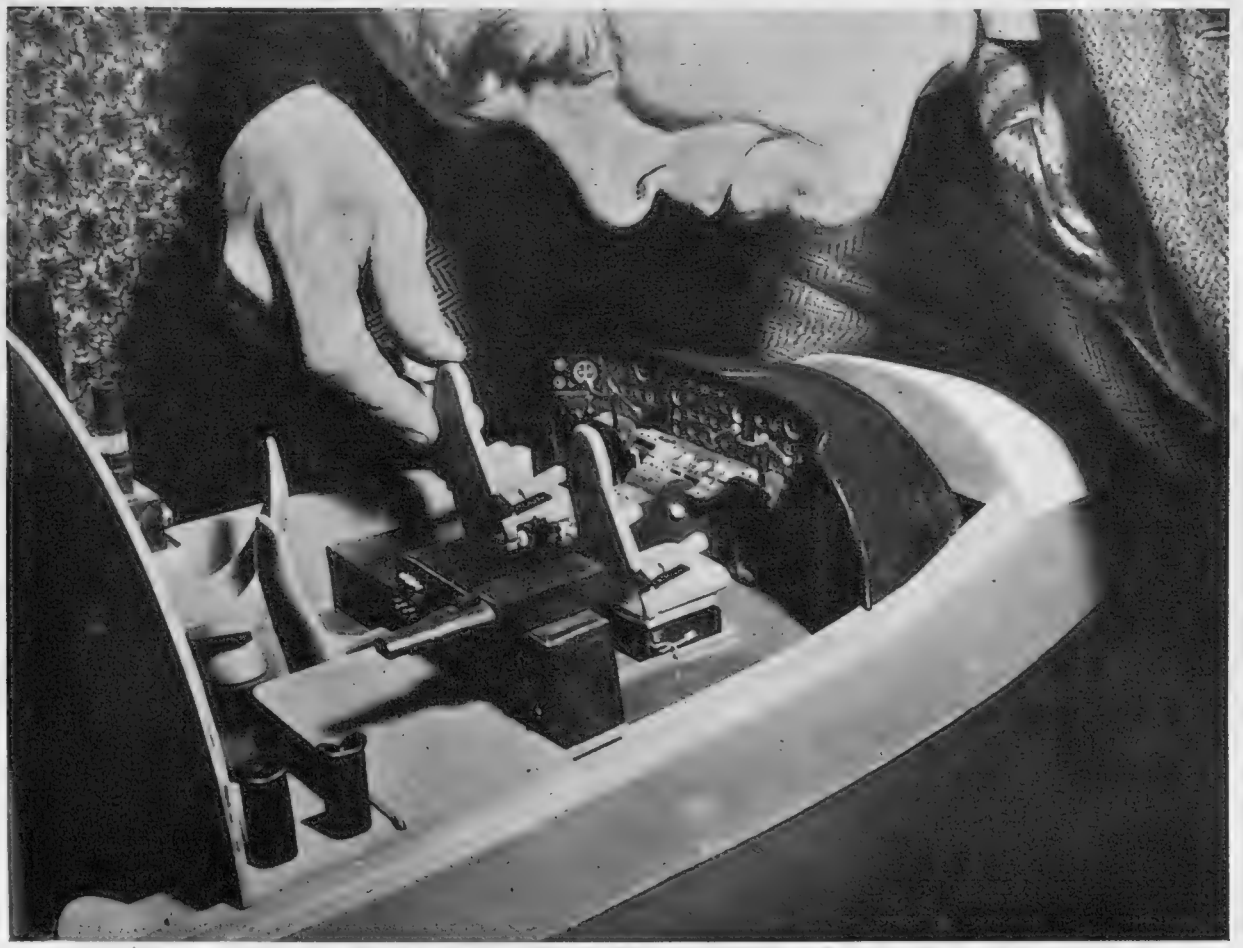
THE BRISTOL AEROPLANE COMPANY'S NEW 100-SEAT AIRSCREW TURBINE AIRLINERS IN PRODUCTION AT FILTON

low fuel-consumption figures were recorded, while the temperature of the gases at the entry to the turbine was also remarkably low.

This performance supports the claim that the Britannia will probably be the most efficient commercial aircraft ever built. Its Proteus prop-jets will enable it to carry more passengers farther and more cheaply than any other aircraft in service. Its high cruising speed and high volumetric payload indeed give the aircraft a "revenue index" of 4,000 ton-miles per hour.

The Britannia prototype, which underwent its trials last autumn, being flown by Mr. A. J. Pegg, the Bristol Company's chief test pilot, with a crew of five, consisting of two flight engineers, two flight test observers, and an electrical engineer, owes much to the Brabazon I, which Bill Pegg also piloted extensively. Experience gained in developing the Brabazon has been incorporated in the Britannia.

As a "gesture of friendship" B.O.A.C. has offered to let Qantas take delivery of six of the Corporation's twenty-six Britannias provided the Australian airline places a firm order with the Bristol Aeroplane Company. Sir Miles Thomas, who announced the offer just before the New Year, has said that Qantas acceptance would speed the start of British trans-world services by turbine aircraft, and might also "prime the pump" for export sales of the Britannia. By accepting, Qantas would get Britannias at least a year earlier than if they waited for completion of the full B.O.A.C. order.

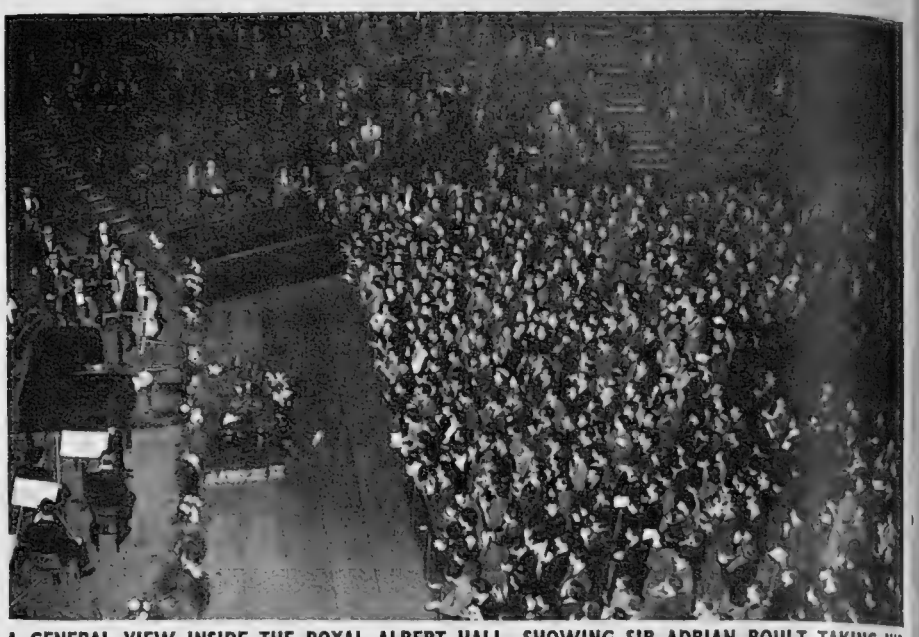


THIS SECTIONAL MODEL OF THE BRISTOL BRITANNIA SHOWS THE ARRANGEMENT OF THE SEATING FOR PILOT AND CO-PILOT: The first to take the controls was A. J. Pegg, the Bristol Company's chief test pilot, who also flew the Brabazon on her trials. Two flight engineers, two flight test observers and an electrical engineer are carried on Britannia trials.

HOME NEWS IN PICTURES

Naval Aircraft for India; a Short Series of Winter "Proms."; Two London Art Exhibitions; a Children's Hunt; Curling in Scotland; Schoolmasters Learn Gliding; and Other News of Home Affairs

HANDING OVER THE FIRST OF TEN SEALAND AMPHIBIAN AIRCRAFT BUILT FOR THE INDIAN NAVY BY SHORT BROTHERS AND HARLAND : Mr. P. V. R. Rao, Minister, High Commission of India (left), standing beside the aircraft after formally accepting it during a ceremony at Rochester, in Kent. Mr. Rao was deputising for the Indian High Commissioner, Mr. Kher, who was indisposed. Indian naval ratings formed a guard of honour alongside the aircraft, which bore the orange, white and green roundels of their Service. Mr. Rao acknowledged the help India had received from the United Kingdom Government in the establishment and development of her Navy. For the protection of India's long coastline and its approaches the development of a fleet air arm is of great importance.



A GENERAL VIEW INSIDE THE ROYAL ALBERT HALL, SHOWING SIR ADRIAN BOULT TAKING HIS BOW AT THE OPENING OF A WINTER SEASON OF PROMENADE CONCERTS : The B.B.C. is not sponsoring winter promenade concerts this year ; they were never as popular as the summer series, as it was considered that the rather meagre response was not worth the very considerable effort required. The London Symphony Orchestra, however, stepped into the breach with a series of promenade concerts last week, with programmes planned on traditional Henry Wood lines. A programme of Beethoven and Vaughan Williams drew an excellent audience on the first night, and with Sir Adrian Boult conducting the L.S.O., the music was both faithfully and nobly presented.

MRS. DOUGLAS FAIRBANKS SPEAKING AT HER PARTY IN LONDON : The party was given to interest her guests in the film première of *The Long Memory*, which stars John Mills and Elizabeth Sellers. J. Arthur Rank has said that the proceeds of the première (which was held yesterday) are to be donated to the fund for rebuilding the Royal Academy of Dramatic Art's training theatre, which was bombed.

MEMBERS OF THE LONDON SYMPHONY ORCHESTRA "WARMING UP" BEFORE THE FIRST OF THEIR PROMENADE CONCERTS AT THE ALBERT HALL LAST WEEK : The orchestra was filling a gap left by the B.B.C., which has decided not to run the usual winter series of promenade concerts at the Royal Albert Hall during this coming season.

TELEVIEWERS ARE SHOWN ROUND THE DUTCH PICTURES EXHIBITION AT THE ROYAL ACADEMY BY THE PRESIDENT, SIR GERALD KELLY : Sir Gerald is seen indicating to Bill Duncalf, the Television producer, some detailed work in "The Banquet of Officers of the Civic Guard of St. Adrian," a well-known painting by Franz Hals. This painting was lent to the Royal Academy by the Franz Hals Museum, Haarlem. During his television appearance, Sir Gerald displayed enthusiastic admiration for the Dutch Masters, especially for some of Rembrandt's paintings. The exhibition, which opened last November, will remain open until March 1. The pictures have been assembled almost entirely from British collections and include paintings by the "Little Masters," who were omitted from the last exhibition of Dutch Paintings held at the Royal Academy in 1929.

AN ENTRY FOR THE BRITISH PRELIMINARY EXHIBITION FOR THE INTERNATIONAL SCULPTURE EXHIBITION IS JUDGED : Looking at the sculpture with critical eyes are Mr. H. D. Molesworth, Keeper of Sculpture at the Victoria and Albert Museum (left) ; Sir Philip Hendy, Director of the National Gallery (centre), and Mr. Philip James, Art Director of the Arts Council of Britain. The British Preliminary Exhibition was opened last week. The subject given for the competition was "An Unknown Political Prisoner." Twelve sculptors have won a place in this preliminary contest, which brings them a prize of £25 each presented by the Arts Council. An exhibition of the winning entries in the International Sculpture Competition will be held at the Tate Gallery on March 22.

YOUNG DEREK MCNIEL FEELS DECIDEDLY GROWN-UP AS HE TAKES CHARGE OF HIS FATHER'S HORSE O.K. BEFORE THE START OF THE CHIDDINGFOLD AND LECONFIELD CHILDREN'S HUNT: The Hunt operates over rather difficult ground and is set in a countryside of plough and pasture. The children had need of their best horsemanship, and although some came croppers (as can be seen in the picture on the right), the young entry did well enough. All over Britain these children's meets are a big feature of holiday hunting.

A YOUNG RIDER COMES A CROPPER AT THE START OF THE CHIDDINGFOLD AND LECONFIELD CHILDREN'S HUNT: The Hunt met at Shillinglee House Farm, Guildford, last week. The number of children taking part was well up to average.

THE STRATHEARN PROVINCE BONSPIEL IN PROGRESS ON DRUMMOND LOCH, NEAR CRIEFF, IN PERFECT CURLING CONDITIONS: Nine clubs with twenty-two rinks forward took part in the Upper Strathearn Curling Province Bonspiel. The Graham Stirling Trophy was won by the Abercairney Club, who were 25 shots up. The runners-up were Monzie and Cultoquhey, with 17, and in third place were Lawers and Comrie, with 14.

THE MINISTER OF TRANSPORT AND CIVIL AVIATION OPENING THE COLONIAL EXHIBITION AT THE TOWN HALL, MANCHESTER: Mr. A. T. Lennox-Boyd, who was a former Minister for Colonial Affairs, is seen as he made his opening speech in which he said that he hoped improvements in the speed of air travel would help to combat the disturbing ignorance of the colonies in this country. Referring to the critics of the Central African Conference in London, the Minister stated that the duty of the trustees was to do what they thought was right, even though it might not be accepted everywhere at the time. While he was in Manchester, Mr. Lennox-Boyd inspected what is regarded as the worst traffic jam in Britain. This is at Barton Bridge over the Manchester Ship Canal.

SCHOOLMASTERS ATTEND SCHOOL ONCE MORE: Masters from public and grammar schools are seen above as they train as gliding instructors at courses being held at the R.A.F. school at Detling, near Maidstone, Kent. The instructor is Flight-Sergeant R. E. Jones, of the R.A.F., and in the front row (from left to right) are: Sub-Lieutenant R. D. G. Gibson, R.N.V.R., from Eastbourne College; Flight-Lieutenant P. C. Cummings, Highgate School, London; Flight-Lieutenant A. A. Doggett, of St. Bartholomew's School, Newbury, Berkshire; Flying Officer R. F. Dickins, Victoria College, Jersey; and Flight-Lieutenant G. C. Pierce, from Peter Symonds School, Winchester. In the back row are: Flying Officer G. A. Shepherd, Westminster School; Flying Officer F. J. Peace, from Monmouth School; Flight-Lieutenant I. G. St. C. Pringle, Uppingham School, Rutland; and Pilot-Officer R. E. Horn, of Rugby School. After this course at the R.A.F. school, the masters will teach the boys in the air sections of their school cadet corps how to fly in gliders. In most schools the only aerodrome will be the school playing-fields.

THE FIRST COFFEE AUCTION FOR ELEVEN YEARS IN PROGRESS AT PLANTATION HOUSE, IN THE CITY: This coffee auction is said to represent a move towards freer trade in coffee and the re-establishment of London as an international market for the raw product. The auction was conducted by the Ministry of Food coffee-selling section, composed of members of the Coffee Brokers' Association. Over 150 merchants, including Continental buyers, were present. The Ministry offered 2,014 bags for sale, including grades from Kenya, Tanganyika and Uganda.

HOLIDAY-TIME IN SWITZERLAND

ROYAL VISITORS AND GROUPS OF SCHOOLCHILDREN TAKE PART IN WINTER SPORTS IN THE "PLAYGROUND OF EUROPE"

The best snow for winter sports in Switzerland is usually found from mid-January onwards, although at the turn of the year the weeks of the Christmas holiday period are often the brightest for parties and groups of people holiday-making together. During the past few weeks, when hotels in several resorts have been heavily booked, visitors to Switzerland have included Royalty and groups of schoolchildren from Britain taking practical lessons in ski-ing. The young Duke of Kent, who recently accompanied his mother on her extensive tour of the Far East, and who has been attending a school in Switzerland, went back to Gstaad to take part in the winter sports, while Ex-King Farouk of Egypt and his wife arranged a fourteen-day holiday at St. Moritz. Snow and ice conditions in the Engadine are favourable this year and a full programme of sport is being carried out. Following on the school holidays several riders practised on the Cresta run prior to the run for the Macklin Cup, while entrants for the European and World Championships in figure-skating watched the racecourse being prepared on the lake at St. Moritz. The British bob championships, which are to take place in mid-February, will coincide with the revival of amateur bobbing. This has come about through the enthusiasm of the new secretary, who envisages bobbing once more as a sport to be enjoyed by all those who are taking their holidays at winter sport centres.

SOME OF THE 800 BRITISH SCHOOLBOYS AND GIRLS WHO ENJOYED WINTER SPORTS IN IDEAL CONDITIONS: Pupils of Wrekin College, Wellington, Shropshire, seen at ski practice on a slope in Southern Switzerland, when their instructor was Anton Bumanh.

CHILDREN FROM BRITISH SCHOOLS ON HOLIDAY IN SWITZERLAND: Girls of Howell's School, Denbigh, North Wales, seen climbing the deep snow slopes above the village of Saas-Fee, in the Wallis Canton of Southern Switzerland, under the guidance of their instructor, Andreas Andermatten.

On right—

WHEN A LESSON IS ALL FUN AND GAMES: Girls of Drayton Manor County Grammar School, Hanwell, wave to their friends during a rest following a morning of ski-ing lessons under the guidance of their instructor. Also in the group is the school's sports-master.

On left—

EX-KING FAROUK ON HOLIDAY IN THE WINTER RESORT OF ST. MORITZ, SWITZERLAND: The ex-King of Egypt, who is seen wearing a muffler and stocking cap, watching an ice review with ex-Queen Narriman. At the extreme left is Marilu D'Amelio, daughter of the ex-King's attorney. The Egyptian royal visitors were spending fourteen days in Switzerland, part of the time staying at Pontresina, not far from St. Moritz.

On right—

A MEMBER OF BRITAIN'S ROYAL FAMILY, WHO HAS BEEN AT SCHOOL IN SWITZERLAND, SKATING AT GSTAAD: The seventeen-year-old Duke of Kent is seen taking part in the winter sports in the Bernese Oberland.

WINTER SPORTS IN SWITZERLAND

A Mountain Range Near Adelboden and the Presentation of the Dundee Silver Kettle at Zermatt

THE GLORIOUS VISTA OF THE VESCHINENTAL RANGE NEAR ADELBODEN, IN SWITZERLAND, WITH PART OF THE SCHWANDFELD RANGE IN THE FOREGROUND : This week the Swiss skiing centre of Adelboden has been celebrating its Golden Jubilee. The centre was opened by the late Sir Henry Lunn, and it was there in 1903 that the first British ski competition took place. As well as its fine ski-runs, Adelboden offers some splendid climbing country, and the views from the summits of the mountain ranges in that area are claimed to be the best in Switzerland. In the week before the Golden Jubilee celebrations, a few hardy climbers took advantage of the break in the weather to climb the 6,000-ft.-high Schwandfeldspitz, whose peak had been shrouded in heavy cloud and blizzard for many days. Part of the journey can be made by chair-lift, but the greater part must be on foot.

NG THROUGH THE DEEP SNOW ON THE UPPER REGIONS OF E SCHWANDFELDSPITZ, NEAR ADELBODEN : Miss Dorothy Blake, Dublin (left), and Miss Margaret Carr, of Carlisle, were two the party of hardy climbers to make the climb to the peak.

BERT CANDRIAN, PRESIDENT OF THE ZERMATT CURLING CLUB, PRESENTS THE DUNDEE SILVER KETTLE TO THE PRIZE-WINNERS OF THE CURLING CHAMPIONSHIP : The winners are D. Gall, J. Robertson, A. Abott and G. Dois, all of whom belong to the Montrose Club in Scotland. The Scottish contingent to Zermatt for the curling matches consisted of twenty kilted curlers from Dundee and Aberdeen, who carried off all the prizes between them. The curling matches at Zermatt always occasion great interest. Zermatt's well-patronised winter sports season is now well under way, but will not be in full swing until the end of February. On many occasions the season lasts well into May.

MAKING CLIMBING-IRONS FOR THE BRITISH EVEREST TEAM OF 1953

***Above* and *top right*—ALFRED BHEND, A SWISS BLACKSMITH, SEEN AT WORK ON SOME OF THE EQUIPMENT THAT WILL BE USED BY MEMBERS OF THE BRITISH EVEREST EXPEDITION :** In these two pictures the smith is seen in his workshop at Grindelwald preparing the climbing irons that will be fitted to boots that will be used by the expedition. The boots have been designed by scientists of the British Boot, Shoe and Allied Trades Research Association at the request of the leaders of the Everest Expedition.

***On right*—THE FINAL STAGE IN FITTING THE CLIMBING-IRON :** The design of the climbing-iron can clearly be seen in this photograph. Alfred Bhend is also an expert on the manufacture of ice-picks and other climbing necessities which are being furnished to the Everest men and which first of all are to be tried out on the Jungfraujoch.

CEREMONIAL AT INVERNESS

The New Bishop of the Episcopal Church Diocese of Moray, Ross and Caithness, a Native Gaelic Speaker, is Consecrated and Enthroned in St. Andrew's Cathedral

PRECEDED BY FOUR KILTED PIPERS PLAYING "HIELAN' LADDIE," THE NEW BISHOP OF MORAY, ROSS AND CAITHNESS GOES IN PROCESSION TO HIS CATHEDRAL FOR THE ENTHRONEMENT SERVICE: The Very Rev. Duncan MacInnes (also seen *inset on left*, as he waited to gain admission to the cathedral), until recently Rector of St. Mary's Episcopal Church, Glencoe, and the Dean of Argyll and the Isles, was consecrated Bishop at Inverness in the morning and installed and enthroned later in the day. The presentation of the new Bishop for his consecration was performed by the Right Rev. K. C. H. Warner, Bishop of Edinburgh, and the Right Rev. A. B. Burrowes, Bishop of St. Andrews. Also present in the cathedral as the Primus of the Episcopal Church in Scotland, the Most Rev. Thomas Hannay laid his hands upon the head of Dean MacInnes, were the Bishops of Glasgow, Brechin and Aberdeen. In the congregation were civic authorities in the Highlands, officials of Inverness, and the Moderator of the Inverness Presbytery of the Church of Scotland. During his address the new Bishop said that he took heart from the fact that his consecration had taken place on the festival of St. Kentigern, a Scottish Saint who had laboured so effectively in South-West Scotland.

THE NEW BISHOP WITH THE PRIMUS AND OTHER SCOTTISH BISHOPS AFTER THE SERVICE OF CONSECRATION: In the front row in Eucharistic vestments are the new Bishop and the Primus, Bishop Hannay of Argyll and the Isles. Behind them in cope and mitre are, from left, Bishop Burrowes of St. Andrews, Bishop Hall of Aberdeen and Orkney, Bishop Graham of Brechin, Bishop Moncreiff of Glasgow and Bishop Walker of Edinburgh. Bishop MacInnes, a native of Ballachulish, was ordained in 1927. He has served in the diocese of Glasgow and also as a chaplain with the Highland Division. He is a fluent Gaelic speaker and a lover

AN ANTARCTIC SYMPHONY

Sir John Barbirolli Conducts the Hallé Orchestra in the First Performance of Vaughan Williams' New Symphony Which Tells the Story of Scott's Expedition

EIGHTY-YEAR-OLD RALPH VAUGHAN WILLIAMS RECEIVES ONE OF HIS GREATEST OVATIONS: This was the scene in the Free Trade Hall, Manchester, as the Hallé Orchestra and audience greeted the composer at the completion of the first performance of the new "Sinfonia Antartica." The new work, which was due to come to London this week, is Vaughan Williams' seventh symphony. *Inset on left*—Vaughan Williams discusses a point in his new symphony with Sir John Barbirolli, during rehearsals.

Peter Scott, the son of Robert Falcon Scott who died with his comrades on the ill-fated Polar expedition of 1910, was in the audience at the Free Trade Hall, Manchester, last week, when Sir John Barbirolli conducted the Hallé Orchestra in the first performance of "Sinfonia Antartica," in which, in five movements, Vaughan Williams tells the story of the never-to-be-forgotten expedition. The symphony marks a return to the earlier style of Williams' London and Sea Symphonies. The title of the symphony declared its source in the thoughts aroused in Vaughan Williams by the recent film *Scott of the Antarctic*, the music for which he wrote and upon which he has now drawn for his new work.

The "Sinfonia Antartica" lasts for about forty minutes and because of its derivation is dedicated to Mr. Ernest Irving, of the Ealing Film Studios. During the course of the symphony a wind machine is used to portray the suggestion of the Antarctic wilderness, and eerily indeed it does it, conjuring up thoughts of that last blizzard in which Scott and his companions faced death with such courage. In the Scherzo the composer has successfully reminded his listeners of whales and penguins, while at one stage an extraordinary range of metallic and pitiless tone qualities is called into play. Assisting the Hallé Orchestra at the Manchester performance was Miss Margaret Ritchie and a female chorus.

AMSTERDAM

Queen Juliana at a Royal Palace Ceremonial

A DAY OF CEREMONIAL IN THE HEART OF AMSTERDAM : Queen Juliana, accompanied by Prince Bernhard, inspecting the guard of honour outside the Royal Palace before entering the palace to hold a reception for the Diplomatic Corps. The Queen and Prince Bernhard have lately celebrated the sixteenth anniversary of their marriage.

STOCKHOLM

King Gustav Adolf Inaugurates the Parliamentary Session

THE SOLEMN INAUGURATION OF THE SWEDISH PARLIAMENT : Queen Louise accompanied by two pages as she walked from the Chapel of the Royal Palace in Stockholm, where Divine Service had been held, to the Riksdag, where the King opened the new Parliamentary session with due ceremony.

KING GUSTAV ADOLF READS THE SPEECH FROM THE THRONE AT THE OPENING OF THE RIKSDAG IN STOCKHOLM : The King, in his magnificent robes of State and with the crown placed behind him, makes known the legislation for the coming year. He told members that the programme of social legislation, although including greater defence burdens, would not omit further important social reforms. Sweden has only lately emerged from a General Election in which the state of the parties has remained more or less unchanged, although there has been a slight swing to the right.

ROYAL LADIES WATCH THE OPENING OF PARLIAMENT : Princess Birgitta, Princess Sibylla, Queen Louise, Princess Margareta and Princess Desiree at the opening of the Riksdag. They watched the proceedings from a balcony.

The inauguration by King Gustav Adolf of a new parliamentary year in Sweden does not bring very hopeful tidings to the Swedish people, for, as in other parts of the world, the cost of living continues to mount and social services are having constantly to be balanced against the need for further defence measures. King Gustav Adolf made the situation abundantly clear in his speech from the throne. The General Election for the Lower House of the Swedish Riksdag took place last September and, as a result, the two parties of the Government Coalition won their expected victory. The Social Democrats, although losing three seats, remain numerically the strongest party. The Conservatives —a small party—have gained ground in Parliament, and the Communists have lost ground

THE CHAPEL OF STOCKHOLM ROYAL PALACE DURING THE INAUGURAL SERVICE TO MARK THE PARLIAMENTARY YEAR : From this service members of the Court went to the Parliament House in order to hear the King deliver the speech from the throne.

The Sphere of Travel

HOLIDAYS ABROAD

SOME PRACTICAL SUGGESTIONS FOR EXCURSIONS INTO THE COUNTRIES OF NORTHERN EUROPE

By GORDON COOPER

THE PALLASTUNTURI TOURIST INN IN LAPLAND: During the last few years Lapland has become an important tourist attraction. In summer the visitors go there to see the sun which, north of the Arctic Circle, shines for several weeks without interruption. Compared to the mountains of Central Europe, those in Lapland are not very high, but their rounded summits, polished by glaciers, their richly-coloured Arctic vegetation and the general wildness of the scenery provide a sight which can be enjoyed only in these northern latitudes. The ideal way for young people to see Finland is by walking tour, says Mr. Gordon Cooper.

THE problem of deciding where to go and what to do on a summer holiday is a peculiarly personal one, yet, in many cases, unimaginative persons are content to solve it either by repeating last year's holiday twelve months later, or else by adhering to a very beaten track in foreign travel. There is, of course, good reason for the popularity of certain cities and resorts, but I suggest that there are many other lesser-known attractions which merit consideration, and I am certain that those who decide upon adopting one or other of my suggestions cannot but discover that life is fuller than they had thought it to be. Out of the many desirable ideas that I could submit, I have had, perforce, to restrict myself to just one or two sample offerings—a personal pick out of each European country's holiday basket. A fortnight ago I dealt with holidays at sea; this article covers the countries of Northern Europe; and in my next appearance in these pages, a fortnight hence, I will write on Southern Europe.

FINLAND.—Starting with this northerly European country, rather awkward of access and definitely expensive to live in, my one suggestion is for a walking tour in Finnish Lapland, making use of the huts provided by the local tourist organisation, known as Lapin Läänin Natkailuklautakunnan, with headquarters at Rovaniemi. This body will send, on request, leaflets dealing with hikers' routes. There are frequent summer sailings between London and Helsinki by the ships of the Finnish S.S. Company, while you can also travel there *via* Stockholm. Further information about tourist matters generally in Finland can only be obtained through the Finnish Tourist Association, Mikonkatu 15, Helsinki.

NORWAY.—In my last article on summer cruises I mentioned the coastal journey between Bergen and Kirkenes, close to the Russian border. A preferable alternative, perhaps, is to travel in one direction by sea, thence returning by express motor-coach service to Lønsdal, the railhead of the Norwegian Railways. This land trip, which occupies about four days, provides a quite different angle to an unforgettable land, as you cross vast mountain plateaux, skirt wild fjords, and pass through peaceful valleys and villages. It is also possible to travel by Scandinavian Airlines System between Kirkenes and Oslo, an overnight's stay being made at Trømso. This is an outstanding air journey, for the whole country unfolds before you: the ragged coastline, with its thousands of islands and skerries, the majesty of the fjords cutting deeply inland, the mighty mountains in their strange formations, roaring waterfalls and sweeping rivers, and, on the heights, the last of the glaciers—a reminder of the Ice Age of long ago. A break in the road journey is best made at Trømso, while there are two excellent hotels at Gratangen and Lønsdal, both spots being recommended for a quiet, open-air holiday.

SWEDEN.—Often the approach to your destination in a Continental country involves a tiresome journey, but in the case of Sweden, if you travel by sea, there is delight from the moment you step on board one of the fine steamers of the Swedish Lloyd Line; and the thirty-six hours spent each way between Tilbury and Gothenburg can well be reckoned as an enjoyable part of your holiday. These three days at sea might well be combined with a lazing stay at a coastal resort to the north of Gothenburg, a district known as Bohuslän. Here are the finest sailing waters in Sweden, in the open sea or leeward of the sheltering island fringe. The air is bracing, the sands marvellous, and the influence of the Gulf Stream ensures pleasant bathing conditions. Marstrand, Hälleviksstrand, Fiskebäckskil and Grebbestad are recommended small resorts, often mere fishing villages. And spare a day for Gothenburg, where the modern buildings are outstanding examples of contemporary Swedish architecture, and the art museum is one of the finest in Scandinavia.

DENMARK.—A night's run by ship from Copenhagen brings you to granite Bornholm, in the Baltic. It is an island of medieval round churches, ruined castles, Viking rune stones, and smoked "Bornholmers." The last are herring. In many respects this small outpost of Denmark is the most interesting part of the country, especially for geologists, who will find here rock formations of the oldest primeval period; for bird-lovers, especially in the late spring, when the nightingales are there, and for archæologists—four out of Denmark's seven round churches are situated on this island. Rønne, the small capital, resembles illustrations from a children's story-book: high peaked roofs of red tile crown gay little doll's-house dwellings. Timbers dividing plaster walls are tar-black. The walls themselves are coral, creamy yellow, dazzling white, or russet. The streets are crooked and cobbled, and photographer or artist will be enchanted. Altogether, Bornholm ranks as a happy escapist paradise. The Danish Tourist Bureau (71, Piccadilly, London, W.1) can supply further information.

HOLLAND.—The Dutch are not, perhaps fortunately, publicity minded regarding their tourist attractions. Yet they have much to offer the visitor, not least being about as good value for the present basic travel allowance as you can find in Europe to-day. But almost the whole country is delightful, including the province of Friesland. Here you see the perfect Dutch landscape, the finest farms, and the most enchanting little towns, bearing such curious names as Jelsum and Janum, Pinkum and Spannum, Blessum and Bozum and Boxum. With headquarters at Leeuwarden, the provincial capital, you could set forth daily, either by cycling, taking bus or, best of all, by making use of water transport services, and browse in this very pleasant land. (You could, of course, take your own car, but speed is not for meanderers.) You might even care to spend a few days at Sneek (pronounced "Snake"), a superb yachting centre for the near-by lakes. And, incidentally, it is in Friesland that you will see the unique game of "It Keatsen" played—only during the summer months. Every village has its "keatspartijen" matches, and then, on the first Wednesday of August, the "Cup Final" contest is held in Franeker, with everyone in the district attending. There is intense enthusiasm, the winning team (three men) becoming heroes of the province, while the best player is proclaimed King of the P.C.—a great honour.

THE CHARM OF OLD LUXEMBOURG: This is an idyllic spot for a quiet holiday. The capital itself is an excellent centre for sightseeing excursions.

BELGIUM.—In every country that I visit I make a short list of one or two places to which I would wish to return, exclusive, of course, of the well-known centres. In Belgium my choice falls on Bouillon, a charming little town on the Semois, in the Ardennes. This ancient place, dating back to Frankish times, takes its name from Godfrey of Bouillon, the leader of the First Crusade, whose ruined castle still dominates the scene. There are some pleasant hotels, one of which, the Hotel de la Poste, I would specially recommend for its comfort and its cuisine. Then, my bedroom overlooking the river below, I was lulled to sleep by the ripple of its waters. There is little to do in Bouillon except to indulge in pleasant walks, go fishing, and, at the right season, join possible in local wild-boar hunts. I found this a thrilling sport.

LUXEMBOURG.—Tucked away in a corner between Belgium, France and Germany, the Grand Duchy of Luxembourg is an idyllic spot for a quiet holiday. Despite an apparent feudal atmosphere, the people have a passion for independence, and they are most friendly to visitors. The land is like the people; one must fraternize with it: its beautiful scenes, its gentle streams, its rich vineyards, its ancient, sleepy villages and their medieval castles, and its hills and forests of the Ardennes. Luxembourg, the capital, easily reached by air or by train, is a veritable city of flowers, and it is an excellent centre for sightseeing excursions. Other little towns which I can recommend for a stay include Vianden, Echternach and Esch-sur-Sure. A feature of the Duchy are the well-marked walking paths. Prices are slightly lower than in Belgium.

GERMANY.—The amazing revival of this country as a holiday land is truly sensational, and it is possible to get really comfortable pension accommodation for around a pound a day. Two excellent centres are Wiesbaden and Lindau. From the former place, a delightful spot in itself, there is a great choice of excursions to be made. Then, in the Landesmuseum, you can see some of the most valuable works of art, removed in good time from the former State Museums in the present Eastern Sector of Berlin, including the famous bust of the Egyptian Queen Nefertiti, one of the world's artistic wonders. Lindau, the little island-resort on Lake Constance (or, in German, the Bodensee), is one of the most enchanting medieval towns in Europe. It fortunately escaped war damage.

FRANCE.—In any list of the most attractive French provincial towns I would include Colmar. A short holiday there (on £25) might, indeed, be more satisfying than a longer time elsewhere. The old part of the town is rich in lovely medieval houses, and the Unterlinden Museum houses an unrivalled collection of Upper Rhenish art, including the famous polyptych by Mathias Grunewald, one of the world's greatest paintings. Within easy reach are several very interesting towns, including Strasbourg, Riquewihr and Obernai. And not least of Colmar's appeal lies in its gastronomy, so that each day during your stay you could enjoy a banquet at such places as the Maison des Têtes, Chez Alfred and the Station Buffet. After a week's stay there recently, I left feeling supremely contented and physically revived.

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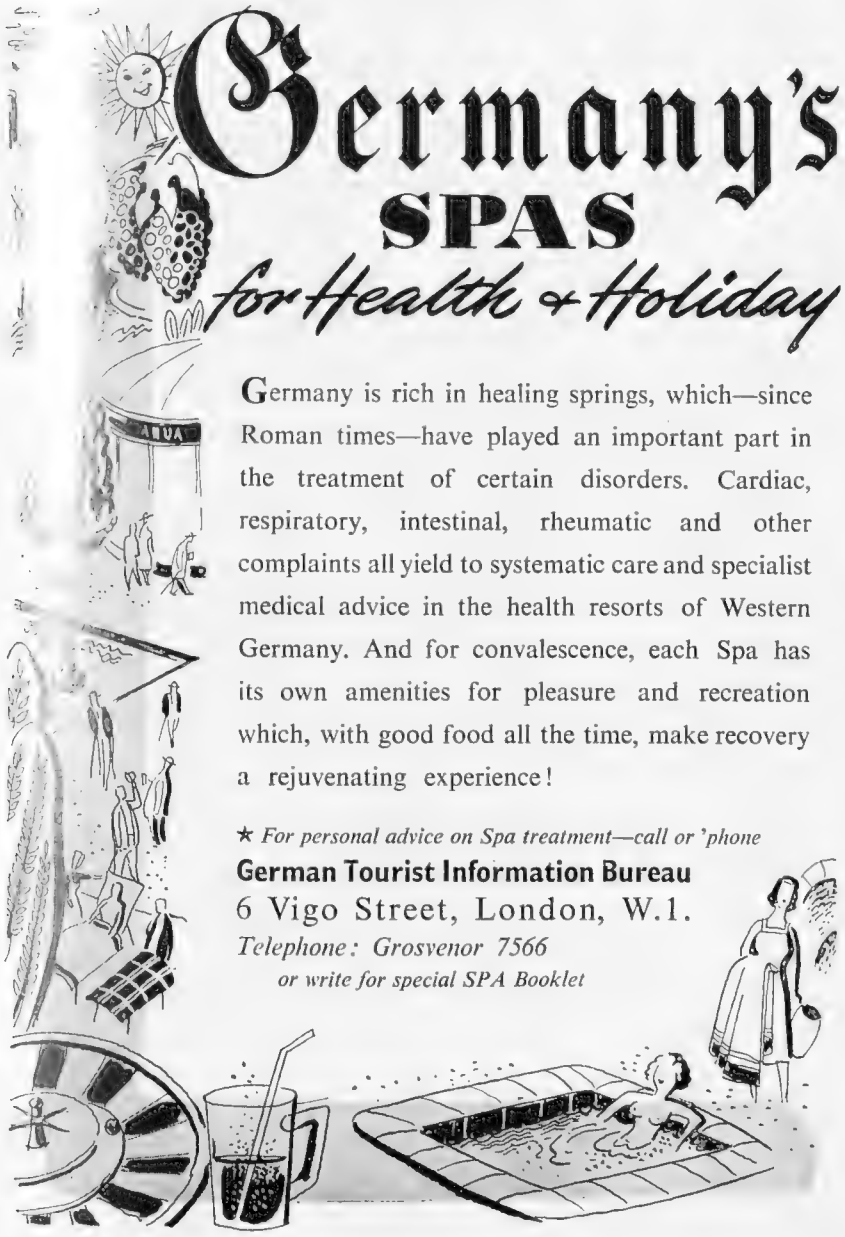

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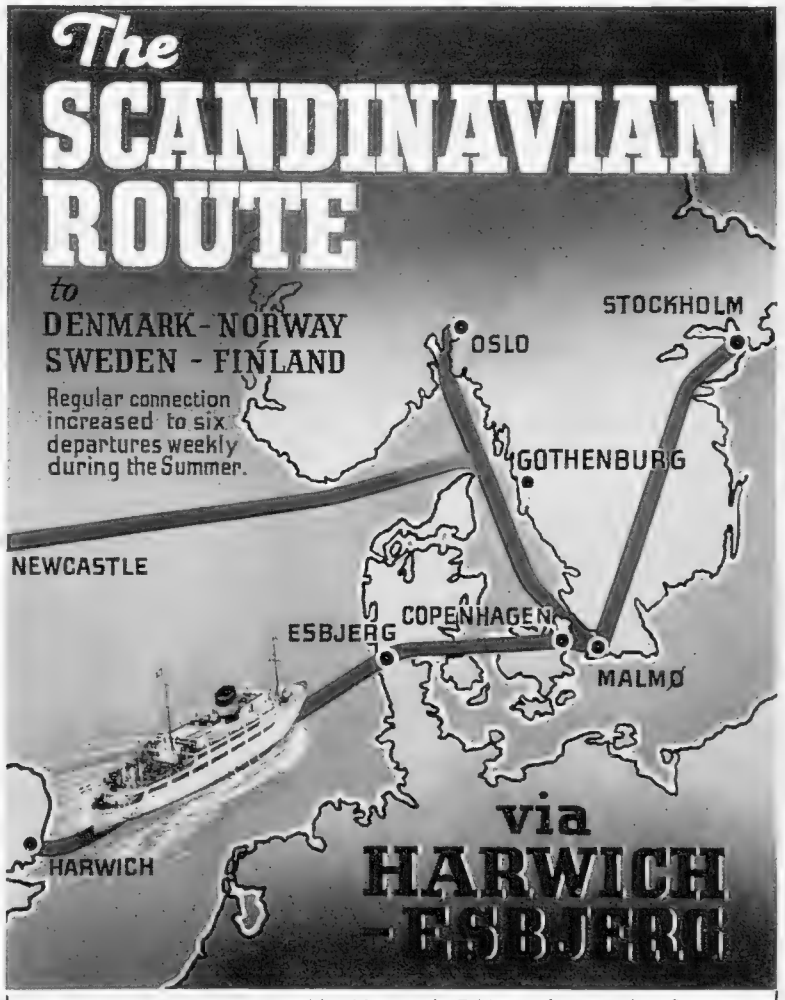

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The World of Books—By VERNON FANE

CONCERNING PEOPLE AND THE HUMANITIES

Richard Brooks Produces an Absorbing American Novel—
Marigold Armitage, an Author with a Light Touch

"FOREIGN" is becoming a lost word, and probably a good thing, too. No longer ago than before the war people wrote and spoke of foreign places as being remote both geographically and ideologically. Twenty years further back still, the term "foreign parts" was in frequent and popular use, and foreign books naturally connoted Dostoievsky in translation, *Les Malheurs de Sophie* in the schoolroom, or books about travellers in uncharted seas. In any case, there was a profound difference and a distance between these works and the English reader. Now, I contend, there is not, and the varied settings of this week's batch of books not only are not unusual, but are actually typical of any cross-section of fiction published here nowadays.

THE PRODUCER (Heinemann. 15s.), for instance. This is an American novel by Mr. Richard Brooks, and it is American not only because its background is Hollywood, New York and Philadelphia and its author a man who knows those places well, but because all the thinking and all the sentiment are American, and so are most of the situations. I found this a fascinating circumstance which was more and more clearly defined as I read on, whether about the Californian writers and executives and the moral brutality of their methods, or about the almost endless patience of husbands to their wives' whims and tipsiness, or about the relation of a grown man to his old father. Some of these humanities are handled admirably here, some embarrass the (English) reader, some are so real and vivid that comment is superfluous. Mr. Brooks's story is a good deal more than adequate, but it is not the plot so much as the treatment that is absorbing, and revealing of a manner of thought and emotion that, in our shrinking world, is growing less and less foreign to us—even if only through novels.

THE SAGE OF GALESBURG VISITS THE BIG CITY: Carl Sandburg, poet and historian, at his seventy-fifth birthday party, given by friends in Chicago. With him are Mrs. Sandburg and Erik Boheman, the Swedish Ambassador to the United States. Mr. Sandburg's latest book, *Always the Young Strangers*, has just been published by Harcourt Brace. It is a story of his youth in Galesburg, Illinois, and presents a picture of small-town life.

A LONG WAY TO GO (Faber. 12s. 6d.) is Irish, or, rather, Anglo-Irish, and delicious. A good deal of it is about hunting and hunt balls, and all of it is about people: delightful, vague, intoxicated, shrewd, charming, knowledgeable, thrusting or just plain pleasant. I enjoyed it thoroughly, and while it may not be placed on the same shelf as the horsy classics, there is in it a thirty-page description of a hunt that Somerville and Ross would not have been ashamed to claim. Marigold Armitage knows her Tipperary in all its grey-green, peat-smoky charm, and she knows her Londoners, too. The ones concerned in this novel are in Eire for a visit to their friends and their friends' relatives, and are enjoying themselves as they are unconsciously drawn more and more into the web of Irish life till they decide, perhaps sensibly, perhaps tragically, to cut and run for it. This they do in the end, discarding *fiancés* and promising love-affairs left and right, and diving home into the comparative safety of Claridge's.

The author has a very light touch indeed, and a nice perception of how closely to blend wit and observation. If there is a bore among her characters she does not allow him to utter, and uncles, aunts, mothers and fathers are all of special clay, as was the gentleman who said, when fitting out his house: "Damn it, I *will* be comfortable. The amount of people in Ireland who are unnecessarily cold and uncomfortable is quite astonishing. Nobody can be civilised who isn't warm. Damn it all—*Eskimos* are warm."

WHO GOES HOME? (Wingate. 10s. 6d.) is, in spite of its lamentable dust jacket, an excellent novel about House of Commons life by Mr. Maurice Edelman, who should know it well and who gives a picture of it as real and immediate as any I remember reading. The phrase of the title, of course, refers to the long-drawn-out cry at the end of a session when Members prepare to leave, though not through such hazardous streets as were usual when the call originated.

As for the story, that is concerned with a very able politician, attractive, popular, a friend of the Prime Minister's and a possible Chancellor of the Exchequer. Indeed, the appointment is about to be announced when there is a disastrous interruption. A shady American arrives in London and accuses him, at first privately and later to an inimical newspaperman, of gambling and losing thousands of dollars on a recent mission to New York. There is a Select Committee of Enquiry into the affair, and when its findings are announced, the politician's career is in the balance. In the meantime, private tragedy has struck at him, and not his exculpation or the Prime Minister's loyalty can persuade him to continue in politics.

I found this novel quite absorbing, and its background of country-house and dinner-party cabals, intrigues both amorous and parliamentary, very well rendered indeed.

The Mother of Parliaments is scarcely foreign ground, but how about the next novel, which is by Mr. Ahmad Kamal and Mr. Charles G. Booth, and deals with a Communist plot in Shanghai to devalue Chinese currency? THE EXCOMMUNICATED (Falcon Press. 12s. 6d.) makes lively reading, with a good deal of fast and generally violent action and a staccato style which suits the book's matter. Of the co-authors, one at least has had a life almost as *mouvementé* as his hero's, for Mr. Kamal, whose seven languages include Sioux Indian, was born in Colorado, lived and studied in Central Asia, was twice wounded whilst fighting with the Eastern Turkestan forces at the time of their revolt against the Chinese, had his work first published in Arabic, and spent most of the last war in Japanese internment camps. Since then he has worked in Hollywood. Nice going for a man still in his thirties who now looks like making a sound career as a novelist.

The reader crosses a different sea for Bettina's novel, A HORSE FOR THE ISLAND (Hamish Hamilton. 10s. 6d.), which is a story cut to the now familiar pattern of a small event stirring up a village as a stone ripples the pond into which it is thrown.

The story in this case is rather a charming one in essence. A man brings a horse from the mainland to help him in his island farm. Now, only a few privileged and elderly ones among the islanders have ever seen such a beast, and the discussions and repercussions are endless. The time is in the early years of this century, and the advent of the horse, which finally works a near-miracle, is enough food for thought and speech to last the islanders indefinitely. Unfortunately, readers are less patient, and certainly have more varied interests than the people of Limore.

THE BLUE HUSSAR (Macgibbon and Kee. 12s. 6d.) and THE ANGLED ROAD (Werner Laurie. 10s. 6d.) are from French and Canadian authors respectively. The first is an untidy and occasionally brilliant dissertation by M. Roger Nimier on young men in love, in war and in peace, the whole thing tinged with a philosophy which is disillusioned but not melancholy, and a sensuality that is practical rather than romantic. In other words, this is the outlook in a literary manifestation of the kind of writer we are pleased to regard as typically French.

The Angled Road is the work of a poet, Mr. Norman Levine, and while I can so far only guess that he might be a pretty good poet, I can confidently say that he has the makings of a pretty good novelist. Nothing much, or, rather, nothing much that is vital, happens in his story, although one has the feeling that *he* thinks it does, but the recital of the life and loves of an R.C.A.F. officer in England during the war is often moving and, not surprisingly, has a poetic quality.

Miss Bridget Brophy is a new writer of long short stories, as she demonstrates with considerable competence and urbanity in THE CROWN PRINCESS (Collins. 10s. 6d.), a volume in which only six tales are included, but which is enough to give one the measure of a real though cautious talent. The story I thought was the least satisfactory and, indeed, much more naïve than the others, which include a well-planned and politely satirical tale, *The Financial World*, and a more uneven story with glimpses of real felicity in expression, *Fordie*.

Mr. Edward Newhouse knows a great deal about short-story writing (as readers of the *New Yorker* will know), and keeps them very short indeed. MANY ARE CALLED (Gollancz. 15s.) contains forty-two tales which fall naturally into eight groups, whether by their setting or their mood. One or two of them are good enough to be haunting, and each of them has a magical command over the right words and what someone has called an "eerie exactitude of reporting."

From New York to England with Mr. Henry Wade's neatly contrived detective story, TOO SOON TO DIE (Constable. 10s. 6d.), which exhibits this author's talents for logical thinking and simple exposition. (And if anyone thinks those are run-of-the-mill attributes, let him think again, for they most certainly are not.) The police-work in this story is efficient and imaginative, and one can always rely gratefully on Mr. Wade not to heap the honours on some well-born but amateur sleuth.

THE FIVE INNS (Hodder and Stoughton. 10s. 6d.) is a sprig of the John Buchan-Dornford Yates tree, combining open-air adventure in countryside and seaside with the activities of a group of young, insouciant and good-looking men and women. Mr. Ralph Inchbald writes vigorously and with a brisk kind of invention, and his hard-hitting, tweedy gentlemen are in a very respectable tradition.

THE BOLD ANTHOLOGIST

100 Best Poems, and One More for Good Measure

Any anthologist who has the daring to call his volume 100 BEST POEMS IN THE ENGLISH LANGUAGE is surely courting trouble, but Stephen Graham hastily qualifies this title in his introduction, indicating that here is a very personal choice, and a note on the dust jacket comments also on the challenge inherent in the title. After that it is all plain sailing, and like the officer of Augsburg who fired 101 guns for the Emperor Maximilian, just to make sure that he did not fall short of the required 100, Mr. Graham includes in his introduction that marvellous verse from Spenser's "Faerie Queene," ending with the Alexandrine:

> "The wondred Argo which in venturous peece,
> First through the Euxine seas bore all the flower
> of Greece."

Yes, indeed, this wily anthologist has forestalled most of his critics, and his personal choice reveals a love of England's great heritage of lyric verse that has been with him since his earliest days when he used to copy into notebooks the poems that appealed to him most. Thus are true anthologies born. 100 *Best Poems in the English Language* is published by Ernest Benn at 10s. 6d.

A neat skeleton of a centaur somewhat surprisingly adorns the cover of Reginald Hancock's MEMOIRS OF A VETERINARY SURGEON (Macgibbon and Kee. 15s.), but, appropriately enough, for here is a forthright and entertaining writer who is not afraid to remove skeletons from the cupboard, particularly in relation to his First World War experiences, when he and his fellow veterinary surgeons came across such heartbreaking incompetence among senior officers supposedly charged with the task of cutting down casualties among horses at the front, where the carnage was fearful. Mr. Hancock's account of life in the officers' mess in the cavalry barracks at Tidworth is particularly well done, and his first encounters in that rarefied atmosphere of hunting, shooting and fishing talk were almost as alarming to him as anything to be met in the line of battle. Mr. Hancock goes into considerable detail regarding the varied, busy and, on the whole, satisfying routine of the veterinary surgeon in peacetime, and most of the entries from his case-book make enlightening reading. This is not a book for the squeamish, but it will win admiration as the work of a man with a long and honourable career of animal healing.

Sir Charles Jeffries, Deputy Under-Secretary of State for the Colonies, is the author of a new volume on THE COLONIAL POLICE (Max Parrish. 18s. 6d.), an admirable complement to his book already published on the Colonial Service. "The British have taken many useful things with them when they have gone out to colonise or administer other parts of the world," declares Sir Charles, but history may well record that they took nothing which was to have a more profound and lasting influence than their own particular conception of the police and its functions." After tracing the origins and early development of the Colonial Police, the author goes on to outline the history and organisation of the police force of each colony, a formidable undertaking in less than 250 pages, and he enlivens his narrative with accounts of notable cases and incidents. One special value of this book is that it may well serve as a guide to young men contemplating a career in the Colonial Police Service.

Iceland has lost its remoteness, and in a shrinking world this independent republic of the Far North, little larger than Ireland and 500 miles from the nearest point of Europe assumes its place in world strategic conceptions. Indeed the aeroplane has placed it well and truly on the map, for it is directly on the Great Circle route, the shortest distance between Northern Europe and North America. In ICELAND: BASTION OF THE NORTH (Andrew Melrose. 15s.), Agnes Rothery dwells at some length on this new strategic importance, which has not been lost upon either the Americans or the Russians. Despite Communist insinuations regarding American aspirations, Miss Rothery believes that Iceland will continue to manage its own affairs in enlightened fashion, and she points to the ever-tightening bonds of friendship between Iceland and America, concluding with the significant fact that "Iceland discovered America in the year 1000. It has taken America almost 1,000 years more to discover Iceland."

Here are two volumes for the country-lover. The first is Violet Alford's INTRODUCTION TO ENGLISH FOLKLORE (G. Bell and Sons. 12s. 6d.), in which the author describes village seasonal life through the year giving details of a multitude of local customs and traditions in all parts of England, including, to mention only one the vivid May Day Hobby Horse celebrations at Padstow. There is also a chapter on the rich lore of dance and drama. Alison Uttley's PLOWMEN'S CLOCKS (Faber and Faber. 10s. 6d.) is another of those charming country books in which with such skill she evokes the atmosphere of the farmhouse and the spirit of the land. The illustrations are by C. F. Tunnicliffe.

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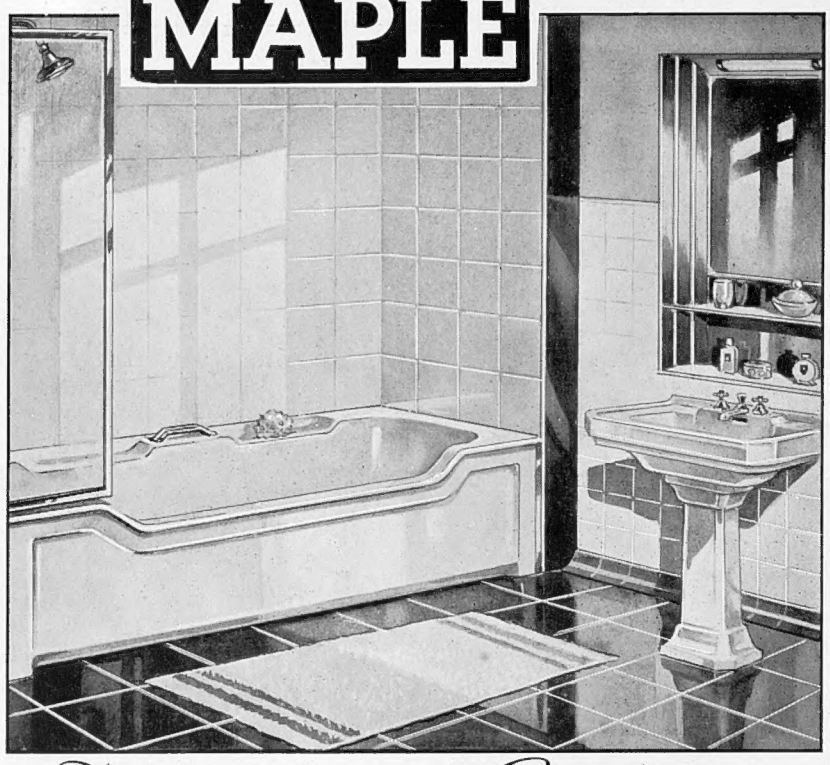

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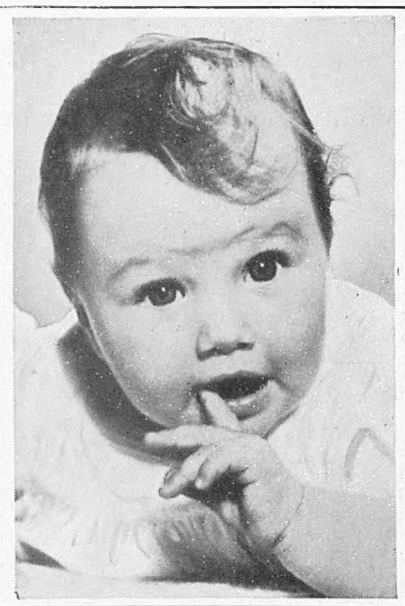

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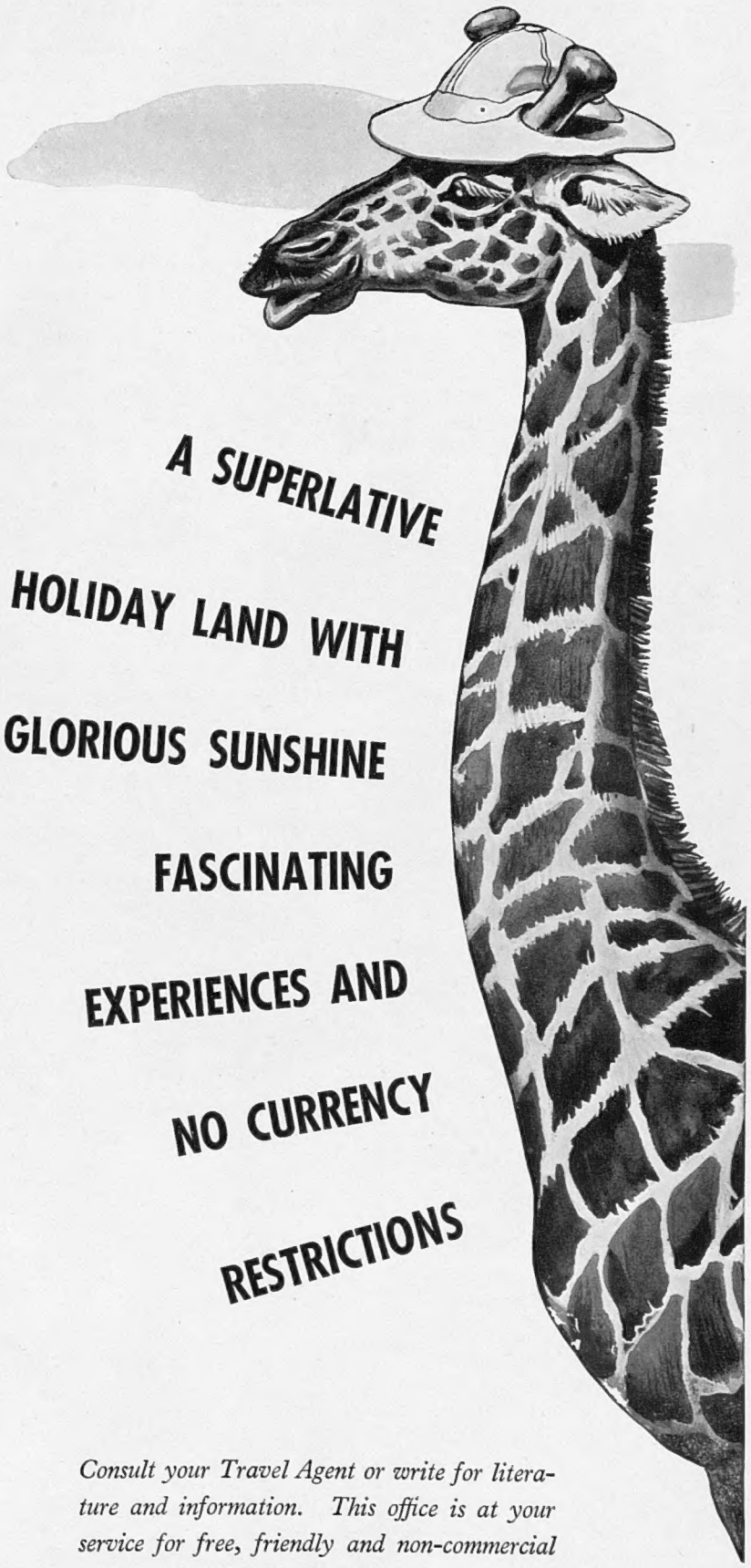

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